A WAR ECHO.

SHOT DOWN BY HIS SOLDIERS.

A MINISTER'S DEATH.

How General Stefanik, the first War Minister of Czecho-Slovakia, met his death at Bratislava (Pressburg) is revealed after eight years by the narrative of a Czech named Lechta, submitted to President Masaryk, and now forming the subject of an official inquiry at Prague.

He states that the general, who was on his way to Prague in May 1919 by aeroplane, was the victim of an error on the part of a number of soldiers at the artillery barracks at Bratislava, who mistook the Caproni machine, which flew the green-white-red Italian flag, for a Hungarian machine, the Hungarian flag being red-white-green.

He and other witnesses are being examined by the Ministry of National Defence at Prague. His statement is to the effect that with other civilians he was in the artillery barracks when the machine was sighted, flying low. There was a rush to the barrack square, and several soldiers shouted, "A Hungarian aeroplane —shoot it down!" and forthwith a number of shots were fired.

The machine was hit and came lower, the inmates waving white handkerchiefs frantically. More shots were fired, the machine turning in circles, till it fell into the Danube.

The four occupants, including General Stefanik, were found dead in the machine when it was recovered later in the day, May 4, 1919. According to M. Lechta, therefore, General Stefanik was killed by mistake by his own soldiers.

ANOTHER "DARWIN" CASE.

A Darwin case which has aroused considerable interest in Poland and Germany ended in Pless with a victory of the local schoolmaster, who was accused by many parents of teaching the theory of evolution which, it was alleged, upset several of the children's religious balance. The schoolmaster sued a parent who started accusations for libel, and, after many witnesses had been heard, won his case.

PUBLIC FLIRTING.

WHY LOVERS MEET IN MUSEUM NOOKS.

COMPLAINT FROM SCOTLAND.

Mr. C. O. Curle, Director of the Royal Scottish Museum at Edinburgh, has a complaint to make. "It is," he says in his annual report, "not altogether to the benefit of the public that the museum should have become, to the extent that it has, a resort on Sundays for young persons of both sexes whose interest is more centred in one another than in the Museum collections."

Strictly speaking, of course, the description of the proceedings thus deplored as "not altogether" beneficial to the public implies that the public is deriving some advantage from them, though not as much as it ought to; but one suspects that that is not exactly what Mr. Curle meant to say (writes Alexis Broome in the "Sunday Mail").

His view almost certainly is that flirtations and amorous demonstrations are out of place in the severe atmosphere of a museum; and it may be freely admitted that, if those demonstrations are too spectacular, as they are apt to be when lovers are young and ardent, he is right.

Just Human Nature.

One cannot reasonably exact quite as high a standard of decorum in a museum as in a church; but it does not follow that it is proper to go to the opposite extreme and behave there as if one were in a dancing saloon or an abode of love.

Up to that point the court of public opinion will certainly support the authorities who may perhaps, now and again, have seen sights justly provocative of rebuke; but, that concession made, there is also something to be said from the point of view of the young people whom those authorities so sweepingly condemn.

There is, as a wise man once remarked "a great deal of human nature in people."

There is probably more human nature in the young than in the elderly; and it certainly is human nature for young people to be more interested in each other than in mummies, sarcophagi, mediæval armour, Etruscan pottery, cuneiform inscriptions, and fossils.

It is human nature, indeed, for a young man to take more interest in a pleasant young woman of his own generation, when he is in her society, than in a Venus of Milo or Medici—a preference forcibly expressed by Byron when he wrote:

I've met much finer women, ripe and real,
Than all the nonsense of their stone ideal.

Seeking Privacy.

Nor is there anything new in the display of this particular characteristic of human nature in museums and picture galleries.

Our novelists have noted it. Novelists as divergent in their general outlook in life as Walter Besant and George Gissing have both located love scenes in the relatively unfrequented Assyrian galleries of the British Museum.

It is also a well-known fact—well known, at any rate, to all students of the arts—that the quiet picture galleries of Bond Sreet and Conduit Street are resorts not infrequently chosen by lovers for their interviews.

Obviously, therefore, the young people whose frequentation of the Royal Scottish Museum at Edinburgh for purposes entirely unconnected with the faithful study of the arts and sciences has been observed and commented upon by the director have been following, not setting, a precedent; and it is probable that even he has been upset less by their exaggerated demonstrations of mutual regard than by the immense numbers in which they have lately taken to availing themselves of the facilities provided for such demonstrations.

He certainly is wrong if he attributes their patronage of the collections over which he presides to any ill-conditioned desire to make love in public.

Few if any of us are so ill-conditioned as to prefer to do our love-making in public places.

We meet in public places. We dance and play games in public places. But for the confidential interchange of tender sentiments we seek some secluded nook in the conservatory, or some solitary avenue known as a "lovers' walk," or some cosy corner, with dim lights, contrived for our convenience by a thoughtful hostess.

Sheltered privacy of that sort, however, is not, at all times, available for everybody.

Dances, with the provision of cosy corners aforementioned, are few and far between; and the weather, of course, is not always favourable, especially in the winter and the early spring, for long country excursions.

But the museums are open; and the structure of museums affords, in the nature of the case, an abundance of facilities for relative, if not absolute, privacy.

No Open Love-Making.

Their halls are spacious and numerous; but it takes a large crowd to make them seem overcrowded because of the breaking up of the space by monumntal statuary and glass cases filled with opaque curios.

The museums, it is true, were not founded or endowed to serve this purpose; but as it is only on Sunday afternoons that they appear to be serving it to any formidable extent, there is no need for us to be unduly troubled because they are in fact being used, once a week, as substitutes for lovers' walks.

If it were alleged that the normal behaviour of the lovers was too openly lover-like, remonstrance and protest would indeed be called for; but that allegation is not made.

It is alleged only that the young people appear to be more interested in each other than in the museum collections; and that is not a charge which any man of the world will take seriously.

DOG'S VIGIL BY DEAD BOY.

A dog's fidelity was illustrated in a striking manner when one boy was killed and another severely injured during an expedition for seagulls' eggs on the cliffs at Cloughton, near Scarborough.

An all-night search was made for the boys in vain, but the following afternoon Patch, a fox terrier, who belongs to the father of the boy who was killed, was seen at the foot of the cliffs guarding a mackintosh and two caps, in each of which were a couple of seagulls' eggs.

THAT HEADACHE

might easily have been avoided.

You alone are to blame if you are "liverish" or bilious and cannot interest yourself in your daily affairs. Keep Pinkettes, the ideal laxative and liver regulator, at hand and use them when required to clear your system of matter that literally poisons your blood. Then there is no reason why you should not keep well and fit all the year round.

Of your chemist, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

AUCTION BRIDGE RULES.

Leading authorities on the game of auction bridge met the Card Committee of the Portland Club, with the object of framing a new code of laws. The meeting was private, and a statement issued later said:

The meeting received replies from 170 bridge clubs on various points submitted to them, and the voting resulted: In favour of majority calling 87, against 68; in favour of the right to "closure" the bidding in the case of an underbid 146 against 17; in favour of the Portland Club revoke penalty 155, in favour of the American revoke penalty 5.

The chairman said it was proposed to take the opinion of the conference on a number of points, to redraft the laws in accordance therewith, and to submit the laws, so drafted, to a subsequent meeting. The discussion showed that a preponderance of delegates were in favour of majority calling, the decimal system of honours, and the abolition of chicane. Any other alterations would be of a minor character.

AN IDEAL IDLER.

A Limehouse stevedore who claimed compensation for an injury at Bow County Court was asked what he lived on.

The man: Food.

Mr. Kingsbury, barrister: Where do you obtain it?—The Guardians.

What do you do all day?—I go out for a stroll.

What do you do when you have finished your stroll?—Sit down.

For the rest of the day?—No, I have another stroll.

At what hour do you retire to bed?—Sometimes six o'clock and sometimes seven.

Who are the guardians, Poplar?—No, Stepney.

How much money do you have from the guardians?—£2 3s. a week.

How many children have you?—Six under fourteen.

Do you help your wife with the work at home?—No.

Not such as carrying coal upstairs or helping with the mangling?—We don't live upstairs, and we ain't got no mangle.

BRIDGE LAWS.

HOW THE GAME WILL BE IMPROVED.

BRISKER BIDDING.

Before the Portland Club issued its new code of laws in January 1924 I repeatedly pressed in "The Daily Mail" for the introduction of majority bidding, writes Mr. A. E. Manning Foster in that paper. I pointed out that majority bidding improves the game, makes bidding brisker, puts all holders of long minor suits on better fighting terms, and, if adopted, would bring English Bridge more into line with Bridge as played abroad. The reform has now been accepted by the Portland Club as a result of a conference with other clubs.

The law as it stands in the American code reads:—

A bid of a greater number of odd tricks ranks higher than a bid of a lesser number. When two bids are of the same number they rank: No Trumps (highest), Spades, Hearts, Diamonds, Clubs (lowest).

The opportunities of bidding long, powerful minor suits over long major suits are of sufficiently frequent occurrences to make the change to the American system interesting.

Scoring of Honours.

The second point is the decimal system of counting honours. Thus simple honours (3 in one hand or 2 in one hand and 1 in partner's) will score 30 points, four honours (divided) 40, four in one hand 80, five honours (divided) 90, and five in one hand 100.

The scoring of chicane is to be abolished.

A change that is likely to be made is in respect of a "no bid" out of turn. Under the present laws, in the case of a pass out of turn, the adversary on the left of the offender may demand a new deal. This is considered too harsh for what is after all a venial offence.

It is probable that the American law will be adopted which mades a pass out of turn void. The proper player bids and the offender may not bid, double, or redouble until the first bid has been overbid or doubled.

The Revoke.

It should be observed that there is no intention of altering the revoke laws on American lines, although it is possible that the penalty for a revoke which the declarer can take from his adversaries may be reduced from three tricks to two. The new code will not become operative until probably the end of July.

"EQUAL RIGHTS."

WOMEN INVADE SMOKE ROOM.

ATLANTIC LINERS PROBLEM.

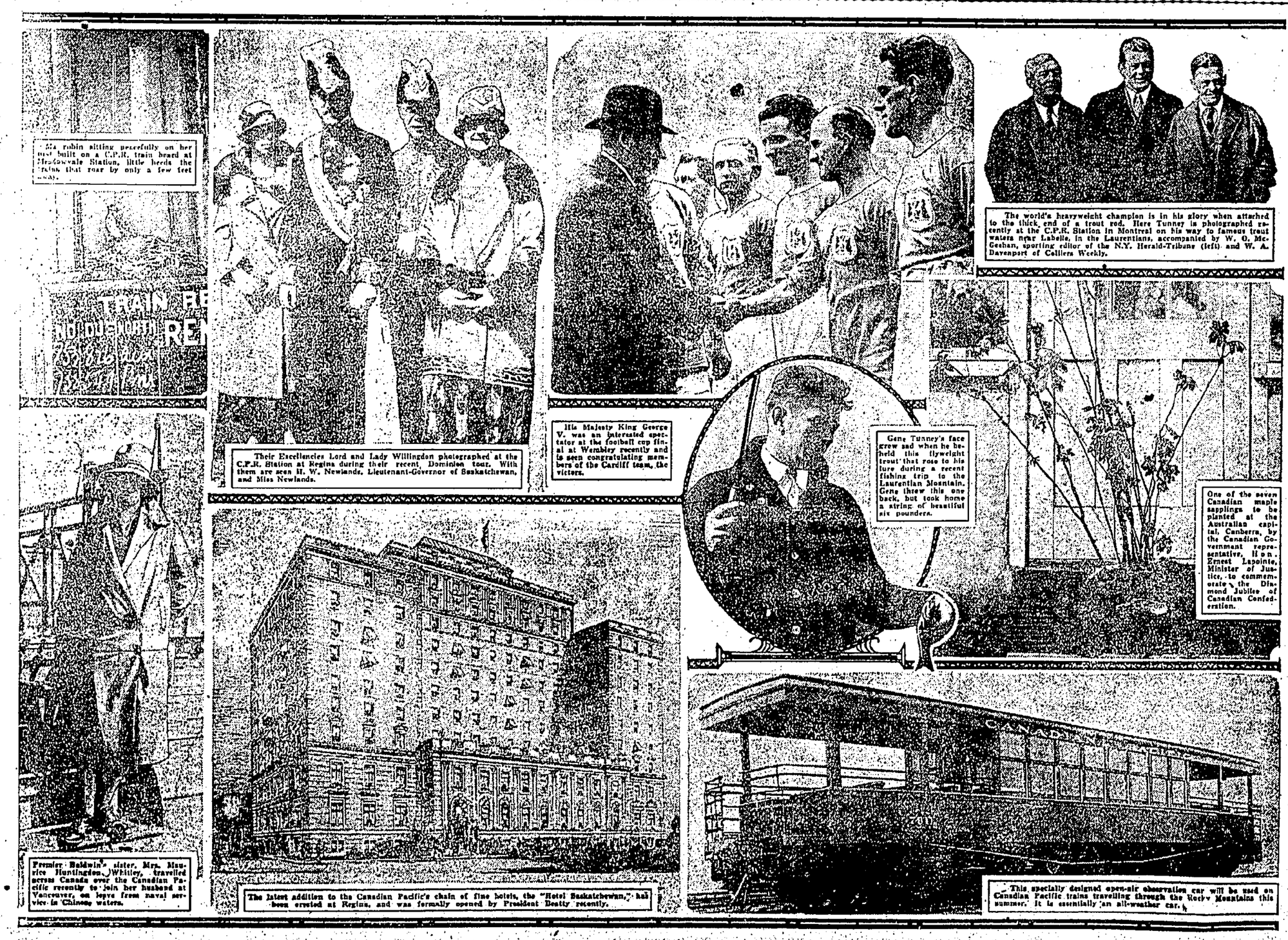
Women cigarette devotees have (says the Liverpool correspondent of the London "Morning Post"), provided a new problem on Trans-Atlantic ships. Up to recent times the smoke-room of a liner has been regarded as the one portion of the ship designed exclusively for male passengers, where they can discuss business matters and affairs of the world safe from feminine interruption.

But there is no territory that some women are afraid to invade, and their incursion even into the the smoke-room of the ship at sea has now been quite definitely made.

Liverpool shipowners whose vessels are engaged in the Atlantic passenger trade have endeavoured to steer a middle course by a naively worded intimation near the entrance to the smoke-room that the room is primarily for the use of gentlemen.

"As a rule this polite hint has the desired effect," said an Atlantic ship's officer, "but not always. There are some women who insist on being in the smoking room. Such women are viewed with disfavour, and there have been mild protests. It is, however, largely a matter of good taste, and most women have sufficient instinct to judge as to whether their presence in the smoking room is welcome or otherwise. And we must leave it at that."

In contrast with the freedom thus extended to women smokers on the Atlantic liners, on Liverpool ships sailing to India and the East the rule of reserving the smoking room for men is strictly enforced even to the point of requesting any woman who inadvertently strays in to leave.



Mrs. Rubin sitting peacefully on her roof built on a C.P.R. train heard at Meadowvale Station, little heeds the trains that roar by only a few feet away.

Their Excellencies Lord and Lady Willingdon photographed at the C.P.R. Station at Regina during their recent Dominion tour. With them are seen H. W. Newlands, Lieutenant-Governor of Saskatchewan, and Miss Newlands.

His Majesty King George V. was an interested spectator at the football cup final at Wembley recently and is seen congratulating members of the Cardiff team, the victors.

The world's heavyweight champion is in his glory when attached to the thick end of a trout rod. Here Tunney is photographed recently at the C.P.R. Station in Montreal on his way to famous trout waters near Labelle, in the Laurentians, accompanied by W. O. McGeehan, sporting editor of the N.Y. Herald-Tribune (left) and W. A. Davenport of Colliers Weekly.

Gene Tunney's face grew sad when he beheld this flyweight trout that rose to his lure during a recent fishing trip to the Laurentian Mountain. Gene threw this one back, but took home a string of beautiful six pounders.

One of the seven Canadian maple saplings to be planted at the Australian capital, Canberra, by the Canadian Government representative, Hon. Ernest Lapointe, Minister of Justice, to commemorate the Diamond Jubilee of Canadian Confederation.

Premier Baldwin's sister, Mrs. Maurice Huntington Whitley, travelled across Canada over the Canadian Pacific recently to join her husband at Vancouver, on leave from naval service in Chinese waters.

The latest addition to the Canadian Pacific's chain of fine hotels, the "Hotel Saskatchewan," has been erected at Regina, and was formally opened by President Beatty recently.

This specially designed open-air observation car will be used on Canadian Pacific trains travelling through the Rocky Mountains this summer. It is essentially an all-weather car.

SEEING 3,000 MILES.

LONDON TO NEW YORK TELEVISION.

MR. JOHN BAIRD'S PLANS.

Mr. John L. Baird, the British scientist who first demonstrated television in 1925 and created a new record with a successful 438-miles test from London to Glasgow, is determined that Britain shall have the honour of the first television transmission between London and New York.

In the United States, with a view to an Atlantic experiment from America to Europe scientists are now working at high pressure. Last month they carried out a 200-miles trial between New York and Washington, but this was beaten by Mr. Baird's London-Glasgow transmission.

Improved Receiver.

Mr. Baird's improved receiver embodies important technical advances, including a rapidly obtained synchronisation between it and a distant transmitter. It is this perfected receiver which is now installed temporarily at Glasgow and was responsible for the success of the recent experiment.

Following further technical trials between London and Glasgow, the receiver is to be sent under the care of experts to the United States. It will be installed in a suitable building in New York, and immediate preparations made for an experimental transmission from London to New York.

The transmission across the Atlantic will be by wireless, and the wireless telephone will play its part.

Sitting in front of his brilliantly lit transmitting machine in London, Mr. Baird will call up New York by wireless telephone.

The technician to whom he speaks will be seated before the television receiver, and if the results now expected are obtained, this expert will not only hear Mr. Baird talking but will actually see on the screen the face of the inventor as he moves his lips and smiles more than 3,000 miles away.

MORNING EXERCISES.

HARMFUL TO ALL EXCEPT THE ROBUST.

Thousands of London business men and city clerks who regularly perform physical exercises before a hurried breakfast and a dash to the office will be surprised to learn that they are physiologically unsound. Dr. Adolphe Abrahams, brother of the Olympic sprinting champion, declared in a lecture of the Caxton Hall, Westminster, that violent exercise should not be taken till at least two hours after waking.

Other doctors with whom a "Daily Mail" reporter discussed the question agreed that in some cases this practice did more harm than good. One said:

"For young men with a robust constitution there is much to be said for it. Everyone in a sedentary position needs plenty of exercise, and if they cannot get games they must make up with the morning drill.

But for those not physically strong it is a severe strain to go through a stiff course before the circulation has had time to get going thoroughly. They tire themselves out, and personally I should advise them to find time for their exercises at some other point in the day.

The head of a physical culture school in the West End said:

For the anæmic clerk the principle is all wrong. He takes too much out of himself and feels the result for the rest of the day. I advise that the exercises be done in the evening, followed by a sponge down, and then bed. The good effects of this will soon be noticed. Mid-day is also quite a good time.

HOLLAND'S EXPERIMENT.

I have just had a conversation with Dr. Balthasar Van Der Pol, keeper of the Technical Department of the Philips Broadcasting station at Eindhoven, on the subject of the recent broadcasting to Pandoeng, Java, and Sydney, writes a London paper's Dutch correspondent.

For that purpose the wavelength was fixed as low as 302 metres.

Arrangements were made, by special request, to relay the transmissions through Sydney, and both from Java and Australia many reports of excellent reception have been received. The official reception in both places was direct, and not, as stated, relayed from Pandoeng and Sydney.

Thousands of letters have been received from Africa, Canada, and several other parts of the world reporting very clear reception.

TEN CHILDREN.

"WONDERFUL FATHER" IN COURT.

BIGAMY CHARGE FAILS.

Husband and wife, who had not seen one another for 19 years, met in Southampton Police Court when the husband, John Carter, a resident of Southampton, was charged with bigamously marrying Fanny Kate Puddick in 1921.

Carter was married in Preston in 1897. His wife went to America in 1909, and he arranged to follow her, but did not do so.

Puddick declared that she met Carter in Southampton in 1907, and they had six children before he "married" her. She added that she and Carter now had ten children. She had been very happy with Carter, who was "a wonderful father."

The Mayor, in dismissing the case, said that the Bench believed no jury would convict, and, addressing Carter, he added, "Go home and be as happy in the future as in the past with the mother of your ten children."

THE RIVER THAMES.

"BEST REGULATED IN THE WORLD."

"Is not the River Thames better regulated for the purposes of navigation and in other ways than any other river in the world?" asked Lord Bledisloe, the chairman of the Royal Committee on Drainage, at a sitting at the House of Lords, when Lord Desborough began his evidence.

"I do not think I ought to object to that statement, and it is very nice of you to say so," replied Lord Desborough, who has been chairman of the Thames Conservators for twenty-three years and was giving evidence on their behalf.

The chairman: Is it not essential for navigation purposes in a river such as the Thames, and also for drainage purposes, that the authority should be in one hand?

Lord Desborough replied that he thought it might be better, adding that there had been a great improvement in the condition of the river, and the flooding was a great deal less than in the past.

In a statement presented to the Commission by Lord Desborough it was explained that the view of the Conservators was, that in the interest of the various tributary catchment basins and the flow of the Thames as the main carrier of flood water in the watershed thereof, it was desirable that if separate dainage boards for those basins were to be established ample facilities should be afforded for complete co-operation between such Boards and the Conservators to ensure comprehensive treatment of all questions relating to the disposal of flood water in the Thames watershed.

The Chairman: Don't you think it is almost inevitable as time goes on that the River Thames Conservators will have to become the drainage as well as the navigation authority?

Lord Desborough: To do the thing properly you will have to do that. I am not asking for that on behalf of the Conservators, but I think it would be best, provided the money is there.

In reply to a question by Sir George Courthope, M.P., Lord Desborough said that an expenditure of £6,000,000 would be required to put the Thames in a thoroughly proper condition.

ABODE OF LOVE.

£3,279 ESTATE LEFT BY SMYTH-PIGOTT.

It was announced that John Hugh Smyth (Smyth-Pigott), of Four-Forks, Bridgwater, Somerset, head of the notorious sect of the Agapemonites of "the Abode of Love," who died on March 20 last, formerly a curate in the Church of England, and afterwards a member of the Salvation Army, left £3,279 14s. 5d., with net personalty £3,067 18s. 11d.

The will, dated March 6, 1926, is proved by Violet Shewell Morris, architect, and Edward Douglas Malcolmson Hamilton, M.A., both of Four Forks.

The testator leaves—

All I die possessed of to Ruth Annie Smyth, the loved, honoured, and devoted mother of my three children, or, should she be dead, then to my three children, David, Power, and Lavita.

"Sister Ruth," as she was called, was Smyth-Pigott's "spiritual wife." David, the elder of the children, known as "Glory," is now 29, Power or Panion is 19, and Laveta is 16.

Mrs. Smyth-Pigott, the lawful wife, who was childless, was also at the "Abode of Love." She is 75, and drives her own car.

PRAIRIE HUNT.

THE NOTORIOUS "GORILLA" CAPTURED.

KILLED TWENTY WOMEN.

"Gorilla," the man who has strangled more than twenty women in the United States within a year, and who has been wanted in a dozen cities, was captured after a thrilling man-hunt through the Canadian prairie provinces.

Two hundred of the leading police officers in America abandoned their conference, for which they had assembled at Winnipeg, for the purpose of joining in the chase of the murderer, and, after organising posses and chartering aeroplanes and special trains, they succeeded in arresting the most notorious criminal in the American continent.

After he had killed Mrs. Patterson and Lola Cowan, both of whom were found strangled on the same day in widely-separated districts of Winnipeg, he disappeared completely, escaping a cordon of police repeatedly by using a motor cycle.

During three days he made three changes of clothing, but by great luck the police learned of these transformations within a few hours each time.

He was picked up, however, by a country police, but broke jail, only to be recaptured by a determined posse after detectives had identified his finger prints.

BOLSHEVIST SLANDERS.

Sir Robert Hadfield's Protest.

Reference to the attempts of Communists to prejudice relations between employers and employed was made by Sir Robert Hadfield, who presided at a lecture on the subject of industrial welfare at the Society of Arts.

"Outside our works," he said, "Soviet journals were offered for sale which said that one of our men was left for over half an hour after an accident without any attention. It was a bundle of lies, and shows how very abominable are the attempts to prejudice the relations between master and man. As a matter of fact, last year some 16,000 first-aid cases were dealt with, but in no case was there a fatal accident."

In a tribute to the work of the Duke of York as chairman of the Industrial Welfare Society, Sir Robert said the Duke wished to do everything in his power to stop this valuable movement, not only by his visits to works, but by his work as chairman, in which capacity he had attended many meetings.

Mr. Robert R. Hyde, director of the Industrial Welfare Society, said that a mass of evidence from firms in Great Britain proved that welfare work had a beneficial effect upon the relationship between employer and employed in efficiency of work, in output, and in health.

BOY SCOUT AT 70.

THE OLDEST ONE IN THE WORLD.

A very upright, cheery eyed "boy" of more than 70 marched briskly, in full Rover uniform, with the rest of the boys of the 4th Ealing (Northfields) Scouts when they turned out for church parade at West Ealing, W.

He was Mr. John T. Hunt, of Coldershaw Road, West Ealing, who has not only been made an honorary Rover, but has also had conferred on him that greatly coveted Scout decoration the gold Thanks Badge, which entitles him to the salute.

Both of these honours came to Mr. Hunt in recognition of boyishly enthusiastic help which he has given to the 4th Ealing Troop.

Sir Robert Baden-Powell, Chief Scout, inspected 600 Boy Scouts and Cubs on the playing fields at Eton College, and of the number 200 were Eton College boys. Addressing the boys, the Chief Scout said:—

I am glad to see you Eton fellows have taken up Scouting. You can go on and become scoutmasters and help poorer fellows who do not get opportunities for learning to "play the game" in the public school spirit. That is what I want you to do in the future. I may say that Eton has led the way; other public schools are following suit. We shall get a large influx of scoutmasters of the public school type in the course of a few years.

WIFE OVER ABYSS.

DRAMATIC TRIAL OF A HUSBAND.

For wilfully pushing his wife, Marie, over a precipice with the intention of killing her because he wanted to marry another woman, Franz Hollerer, a Vienna railway official, has been sentenced to seven years' hard labour.

His wife's fall—70ft.—was broken by trees and she escaped the rocks. She had recovered sufficiently to give evidence.

There was a dramatic scene on the mountain where the crime was committed when the judge took the jury, the accused, and his wife and other witnesses for a final reconstruction of the crime.

Hollerer, who was handcuffed, travelled separately from his wife, but he approached her on the mountain sobbing, "I did not mean to kill you. Forgive me."

Frau Hollerer replied: "Why did you push me down?"

In evidence she said that while she was cutting a branch on the day of the crime her husband held her round the waist. She noticed that he was trembling and asked him why. Then she felt herself falling and remembered nothing more.

The judge implored the jurors to be extremely careful while walking near the brink.

After being sentenced Hollerer was ordered to give his wife all his money, furniture, and other property. Facilities are being granted to the wife for immediate divorce.

"CRASHERS."

PARASITES OF LONDON SOCIETY.

UNINVITED GUESTS.

The Duchess of Sutherland has fired the first shot in a new campaign against the "crashers," namely, uninvited guests, who make a practice of walking in calmly to society balls and functions.

They consist chiefly of young men and women on the fringes of society, the men polite, debonair, immaculate, witty, and excellent dancers, and the women pretty and daintily dressed. They sometimes flood popular hostesses and functions to such an extent that they elbow the real guests out of the ballrooms and supper tables, causing an undignified search for further provisions.

Recently supper dainties, including strawberries and caviare, at one popular house vanished magically, and many of the guests went supperless. The hostess counted up her guests the next morning, and found that she had unwittingly entertained 250 "crashers."

"Crooks," Too?

These uninvited guests cleverly wait until the dance is in full swing and the hostess is busy. Then they wander in without hats or top coats, as if they had just been smoking a cigarette outside.

Frequently they are helped by the custom of holding joint dances. If they are challenged by one hostess they calmly say that they were invited by the other.

It is also believed that crooks are included among "crashers" for the purpose of spying out the land before attempting a burglary.

Hostesses, however, under the lead of the Duchess of Sutherland, have now decided that guests must show their invitation cards.

The move coincides with the climax of the season, when balls at several of the famous houses are nightly making Mayfair the gayest place in the world.

17 TYPES OF ASTHMA.

In a review of 1,000 cases of asthma which he treated, Dr. Frank Coke, F.R.C.S., in the "British Medical Journal" tells of a man who had asthma continuously for 35 years and was entirely cured by giving up his feather bed and pillows.

A curious fact revealed by testing patients for their sensitiveness to various causes is that some are affected by certain kinds of feathers and not by others. Dr. Coke in his tests used six different kinds of feathers—those of the hen, goose, duck, pigeon, canary, and parrot.

Many other substances were found to cause asthma. Among them are face powders, silk, linseed, flour, house dust, and the fluff from horses, cats, dogs, and other animals.

There is what is called week-end asthma, due to the intake of too much food and too little exercise. In all there are 17 types of asthma.

In 223 treated cases 65 were cured, and of the remainder all but 44 improved.

SAVED KING.

A MAID AND THE MERRY MONARCH.

FORTUNE IN CHANCERY.

The claim to Mary Lepine's fortune will probably come on for hearing in the Chancery Division of the High Court shortly.

One of the chief claimants is Jessie Mason, who lives in a West End flat with her two sisters, and who says that she is descended from the Jane Lane, who saved the life of Charles II. after the Battle of Worcester.

It is recorded that Charles, disguised as Jane Lane's servant, rode before her to Bristol through several bands of soldiers who were searching for him.

The Attorney-General will oppose the claim, pleading the Statute of Limitations and the Intestacy Act.

Mary Lepine was a native of Portsmouth, and in 1792 her estate was valued at £53,000. It has been in Chancery since, and is now estimated to be worth many hundreds of thousands sterling. The claimants include Viscount Bangor, an Irish peer, several Londoners, and a Californian, who declare that they are her descendants.

"SAFETY" CORNER.

CLAIM THAT IT PREVENTS ACCIDENTS.

A recommendation by Surrey County Council Highways Committee that a new road should be built at Great Bookham, Surrey, on the main Leatherhead-Dorking road, is being strongly opposed by the Great Bookham Parish Council.

The idea of the proposed new road is to enable traffic to avoid a double "S" bend, known as Grove-corner, in the heart of the village. But the local council considers that new road at this point would be an additional danger.

Admiral Yelverton, a member of the Great Bookham Council, said:

We consider that a new road would be a waste of ratepayers' money. The corner is a safeguard, as it slows traffic down in the village. People who have lived as long as 19 years in the village tell me that they do not remember one serious accident on the corner. A white line is all that is required.

This corner is so obvious that motorists travel with caution. It is a kind of safety valve on traffic entering the village.

DIPLOMAT ROBBED.

Thieves have stolen three boxes stated to contain important diplomatic documents and £200 from the motor-car belonging to Sir Colville Barclay, the British Minister to Hungary, as he was travelling to Budapest.

No arrests have yet been made.

A WICKED PRACTICE.

OUTRAGEOUS STORY OF A LIVE COBRA.

DOG SAVES CHILD'S LIFE.

A child of Panadure, Ceylon, narrowly escaped death a few days ago as the result of an wicke practical joke in which a cobra confined in a sealed earthenware jar played a prominent part.

It seems that a fisherman discovered the jar floating in the sea and on it, had been written in Sinhalese "This belongs to him that finds it."

Imagining that the jar might contain something of value the fisherman declined to open it in the presence of the small crowd which had gathered on the beach, but, instead, took it to his home.

Here the jar was opened with the fisherman's wife and child as interested spectators and out crept a large cobra, hissing viciously and extending its hood.

Luckily for the family the dog attacked the snake and gave the woman and child time to get safely away, though the little one is stated to have had a very narrow escape.

The dog was bitten and died and the snake was recaptured.

The reptile, however, was not killed, but was shut up once more, in a bottle this time, and thrown back into the sea.

One can, of course, understand and sympathise with the reluctance of Buddhists to take the life of any living thing under any circumstances whatever, says the "Ceylon Observer," commenting on the incident, but one cannot fathom the mentality of a man who sees fit to write a misleading description upon a jar containing a venomous snake.

In any case, to seal a snake in a bottle or jar and set it afloat to die of starvation is surely more reprehensible than killing it outright, to say nothing of the danger to human life.

FIGHT FOR CORPSE.

DIVER'S STRUGGLE WITH OCTOPUS.

A fish story which, despite its apparent incredibility, is declared to be true, is told by a diver from Seattle rejoicing in the name of A. E. Hook.

Hook protests that he was 50ft. under water repairing a fish net when he sighted a gigantic octopus making its way along the bottom of the sea, bearing in its tentacles the body of a man.

With his pike-pole Hook attacked the monster. The water grew cloudy as the sea-monster fought grimly with all the power of its immense arms to ward off the pike and retain its human prey. Hook says he concentrated his thrusts on the middle section of the demon, cutting its body to pieces.

After a terrific battle lasting more than half an hour, the octopus finally sank back on the muddy bottom of the sea, and Hook cut loose its tentacles from the body. He brought the body ashore, where it was identified as that of a cook named Healey who, with four others, was drowned when the tugboat "Warren" foundered on its way from Seattle to Victoria.

WOOING BY SHOOTING.

VICTIM'S PLEA FOR LOVER'S ACQUITTAL.

A "cave man's wooing" of the kind which has so often furnished material for novelists and scenario writers was investigated by the "Paris Correctional Tribunal," when Charles Deville appeared to answer a charge of attempted murder.

Some time ago Deville, who had centred his affections on Mlle. Kerschmeyer, but had met only with rebuffs, resolved to conquer her heart by such means as men used before they knew the meaning of romance. One night he burst open the door of her room and, covering her with a revolver, said "Unless you will marry me or live with me I am going to kill you." When she replied that he dared not, he fired a shot into the floor by way of warning. Instead of yielding to this threat, the woman simply scolded her too impetuous admirer, who then fired on her, inflicting two serious wounds, which caused her to be detained in hospital for some months.

When Deville appeared before his judges Mlle. Kerschmeyer was called as a witness against him, but she pleaded for his acquittal. "He is not a bad fellow," she said, "I am living with him now, and shall marry him very soon." The romance so curiously begun is not to be interrupted, for in sentencing Deville to four months' imprisonment the Court gave him the benefit of the First Offenders' Act, which meant that he was immediately released.

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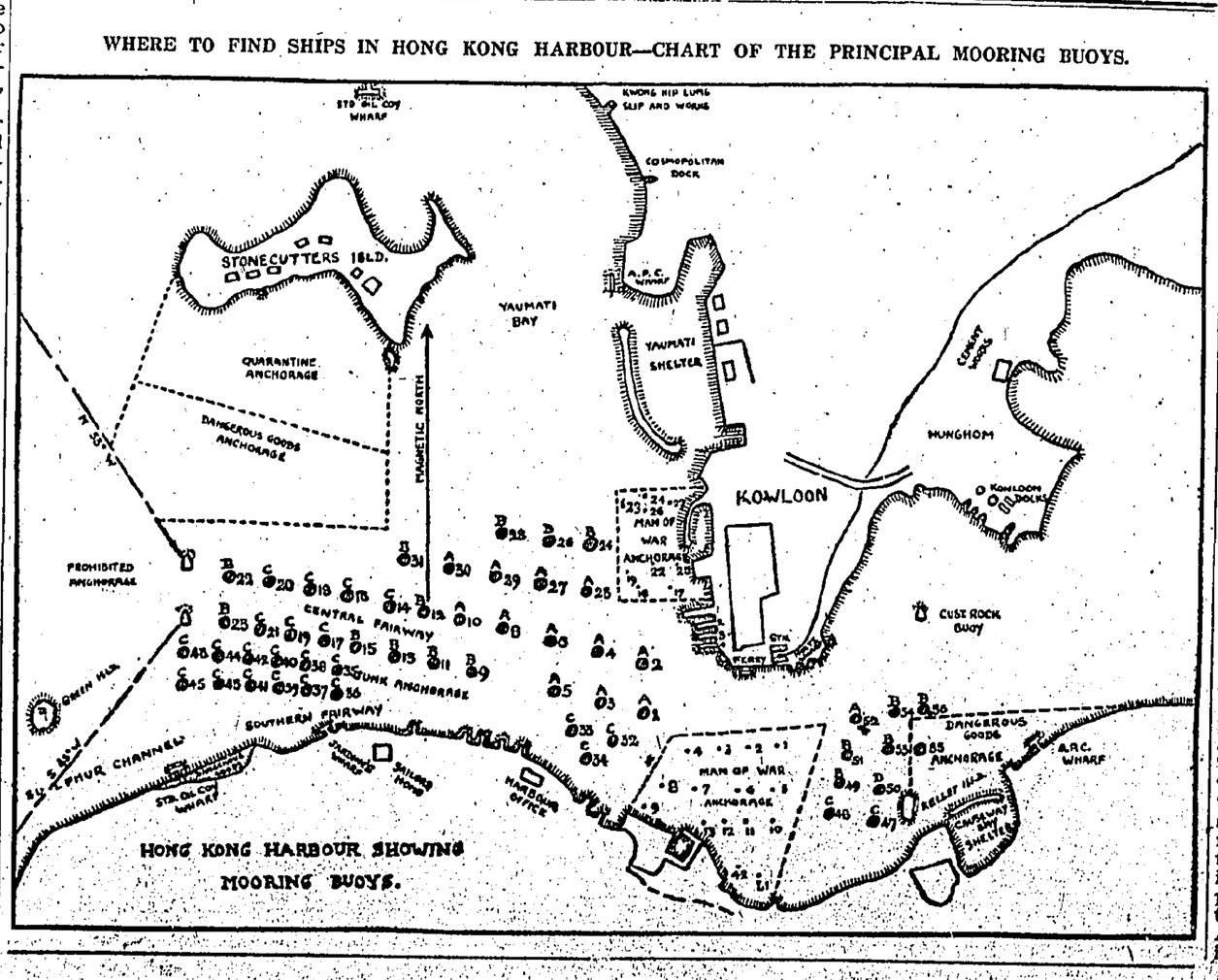

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MOTORING SECTION

SELF-STARTER.

PREVENTION OF JAMMING.

Co siderable trouble may be caused by the jamming of the self-starter, although that portion of the car has been brought to a state of great dependability. When a jam is experienced it may be necessary to remove the unit before the engine is freed, and a further disadvantage is that the jamming sometimes occurs in dense traffic stops.

It is obvious that there is a very heavy strain upon the starter driving end when it is engaged. There is no gradual application of power but the maximum effort is made suddenly, against the total resistance of the engine, when the starter button is depressed. It must also be remembered that the starter pinion has to slide into mesh with the teeth cut on the flywheel periphery. To make engagement easier the ends of the teeth are bevelled. The starter pinion is made glass hard, but the flywheel teeth are not hard, though tough, and consequently any injury to these teeth may cause a jam.

The tendency of an engine to come to a state of rest always at the same position of cranks and pistons—a state of equilibrium—results in the starter pinion most engaging the same teeth; and, as the engagement is a forced one, damage to the teeth after long use is not unlikely. A bent starter shaft will cause a jam, and this trouble may arise if the starter is not perfectly tight and rigid in its mounting with relation to the flywheel. If the starter be very slightly loose, the pinion will try to climb round the flywheel teeth and will be thrown out of alignment. The result is a bent starter shaft and a solid jam occurs, necessitating taking the starter off to get the engine free.

Another possibility is a backfire when starting, due to too much ignition advance. The sudden reversal of motion is practically certain to twist the shaft, as the starter is exerting its full power in one direction against the full power of the engine reversal, and damage ensues, just as a broken or sprained wrist may occur when hand starting.

When a simple jam has occurred without complications, such as a bent shaft, the pinion can usually be freed without much trouble, by tapping it endwise with a piece of hardwood or a hammer, but when the starter is of the enclosed type the best plan is to engage top gear and rock the car to and fro.

If the flywheel teeth at one place show burring or injury, they should be carefully touched up with a smooth file and finished with emery cloth. Particular care should be taken that there is no grit in the square thread along which the pinion moves, as any sticking of the pinion on the thread will prevent it functioning. Occasional cleaning with petrol is advisable.

GLARELESS.

A New Reflector Invented.

Simple in design, yet effective in action is the Universal Glareless Reflector, a new device invented by a young Sydney salesman to help to solve the headlight glare problem.

He worked forward from the accepted theory that an amber glass in the base of the reflector prevents sparks and rays, and was achieved by a diffused but penetrating light which illuminates the road clearly for 150 feet and will pick up objects eight times that distance ahead.

To get both diffusion (a fan of light) and distance, a "step" has been built in the reflector. The rear of the bowl is narrow, and tends to reflect light straight ahead, while the front section curves out and diffuses 20 feet on either side, as well as immediately before the wheels.

The reflector is made of brass, oxidised with silver, except where the "step" occurs. Here, there is a band of natural brass, and this gives the ray-destroying glow.

It is possible to stare straight at the lamp, at a distance of a scant foot from the lens, without being dazzled. Even with ordinary bulbs this is so, while the use of "daylight" bulbs gives a softer, better driving light. Road illumination remains free from jump and is evenly distributed on pot-holey roads.

Dimmers cannot be used in conjunction with the reflector; but they are not necessary. Sizes are being manufactured to fit all makes of lamps.

MOTOR CYCLING.

ALIGNING A SIDECAR.

Few motor cyclists have any knowledgeable appreciation of the harmful effects of the stresses and strains which are set up as the result of mal-alignment of a sidecar in relation to the machine to which it is attached. Still fewer, perhaps, take the trouble to carry out any necessary adjustments so long as the two remain coupled together and do no exhibit too great a tendency to lean towards each other or fall apart. It is really astonishing how many sidecar outfits are to be seen on the road which obviously call for attention in this respect. The driver is, perhaps, unaware of the fact, but an observer facing the oncoming vehicle can easily detect fault (says "Motor Cycling.")

The stresses imposed take on a real significance if the mal-alignment is permitted to continue for any length of time, and if not remedied will eventually distort the sidecar chassis members, cause uneven tyre wear, throw the frame of the machine out of line and upset the steering. If things come to such a pitch it will prove an expensive matter to rectify the damage consequent upon this neglect. Prevention is better than cure, however, and the wisest course is to check the alignment at intervals and take up any play that may have developed.

No special knowledge is required for the operation, which can be performed in the short time with the aid of the tools usually supplied by the manufacturers of the machine.

If the sidecar is detached from the machine, it is well to invoke the assistance of a friend in coupling it up. If this can not be done, the machine should be kept upright by means of a block of wood placed under each footrest or by placing it on the stand.

No road is dead level across the whole of its width, and this fact must be taken into account. The machine should be made to lean away slightly from the sidecar in order to counteract the tendency of the road camber to pull the outfit in towards the kerb. A machine which has lugs incorporated in the frame gives a more rigid attachment, requiring less frequent adjustment, than is the case when the sidecar is fitted by means of auxiliary clips. Particular attention should be paid to the position of the sidecar, for this has a considerable influence on the steering of the outfit. The following are the main points to be borne in mind:—

1. The frame and wheels of the machine must be exactly in line.

2. The sidecar wheel should be slightly forward of the rear wheel (this distance may vary between ¼in. and 4in., dependent upon the length of the wheelbase of the machine).

3. The machine should lean slightly outwards, so that it may tend to retain a vertical position when negotiating a steep camber.

4. The sidecar wheel should point slightly inwards towards the front wheel, but should be absolutely vertical in relation to the ground. On no account should the sidecar wheel point outwards.

5. The sidecar must be close in to the machine and the track of the outfit limited to about 38in.

Neglect of these precautions will result in unsatisfactory steering and heavy stresses being thrown upon the chassis frame and forks.

In order to ensure that the sidecar wheel is correctly aligned with the machine, two long pieces of wood should be employed, one set along the off side of the machine and the other against the sidecar wheel. If it is known that the two pieces of wood are straight, it is an easy matter to arrange the sidecar wheel and the machine in accordance.

TO LAND'S END.

STUDEBAKER'S FINE RECORD.

Studebaker's Erskine Six won the highest award and gold medal in the classic London to Land's End reliability run recently held in England, according to cables received by the Studebaker Corporation of America from Mr. L. J. Ollier, managing director of Studebaker (England) Limited.

The trials were over a run of 317½ miles and included a wide variety of touring conditions in addition to four difficult hill tests. The Erksine—a stock model custom sedan—performed without the slightest fault through the whole trial and received the highest number of points possible to score as well as a gold medal for perfect performance. Thousands of spectators lining the courses of the four hill-climbs applauded the climbing power of the Erskine, which far outclassed competition.

At Beggar's Roost hill, the surface of which was strewn with loose stones, churned up by the cars attempting the ascent before the Erskine arrived, the Erskine made a fast, clean climb without wheel spin or skidding and took the grade with ample power in reserve. Of the 132 cars which tried the hill before the Erskine reached it, 45 failed to get to the top.

"JAY" WAY.

Continuous Lubrication.

Thoroughly tested in America, and sold only on a "satisfaction" guarantee, a new device for lubricating valves and upper cylinders has appeared on the market.

It is known as the Jay Lubricator, and is being distributed by Boyd Edkins, Ltd.

Fitted with clamps, which allows easy attachment to the engine side of the dash, the lubricator is a metal and glass bottle, which contains a special oil.

An inlet valve draws air through the oil, and causes it to burst in bubbles of lubricant. These particles are sucked from the bottle by a connection to the intake manifold, mixed with the petrol, and taken past the valves into the combustion chamber.

Adapters are supplied, which allow the device to be fitted to cars with either vacuum or gravity fed tanks. A hole is drilled in the manifold to accommodate the attachment.

Special qualities are claimed for the oil used in the lubricator. It is meant to soften carbon on valves and pistons, as well as supply constant lubrication to these hard-working parts.

Before taking the Sydney agency for this State, Mr. Brown, of Boyd Edkins, states that he personally tested and observed the effect of the Jay on an old, badly-carboned taxi in San Francisco. Within 100 miles driving hard carbon had been softened and reduced, and valve compression increased tremendously.

The immediate effect, of course, is to increase power by providing easier working conditions for vital parts.

MOTOR CYCLING.

Scottish Reliability Trial.

The Scottish six days' reliability trial, organised by the Edinburgh and District Motor Club (Ltd.) will be held this year from July 25 to 30. The route will be of the same standard as in the past, and will include some sections which have never been covered in previous "six days."

This trial always attracts many sporting riders, and in addition to the competitors who turn up for this event every year, a big entry is anticipated from those who have never competed before.

In addition to many other special awards, a challenge trophy has been presented for competition. This trophy will be awarded to the club team which, in the opinion of the Decisions Committee, makes the most outstanding performance.

A WEEK'S PAPERS IN ONE.

War thoughts have been centred on Hankow during the past week. General Chiang Kai-shek was reported to have captured the city some days ago, but although it seems fairly certain that he intends to move against the Communists at some time or other, no confirmation of the fall of Hankow is forthcoming. Latest reports, in fact, have it that the Hankow-ites are coming out to fight the Chiang Kai-shek faction. Developments leading to the present curious position in China's military and political fortunes—or misfortunes—are fully described in this week's "Overland Mail," ready to-day.

Chang Tso-lin, too, is strangely situated. As usual, he is saying little, but it seems that some of his military forces have suffered reverses, and that the Nationalists are moving, albeit slowly, in a northerly direction towards Tientsin and the capital.

In addition to general news on China, the "Overland" contains reports of all local happenings, social, personal, legal and sporting.

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writes a physician in the "Medical Echo," Jan. 1925.

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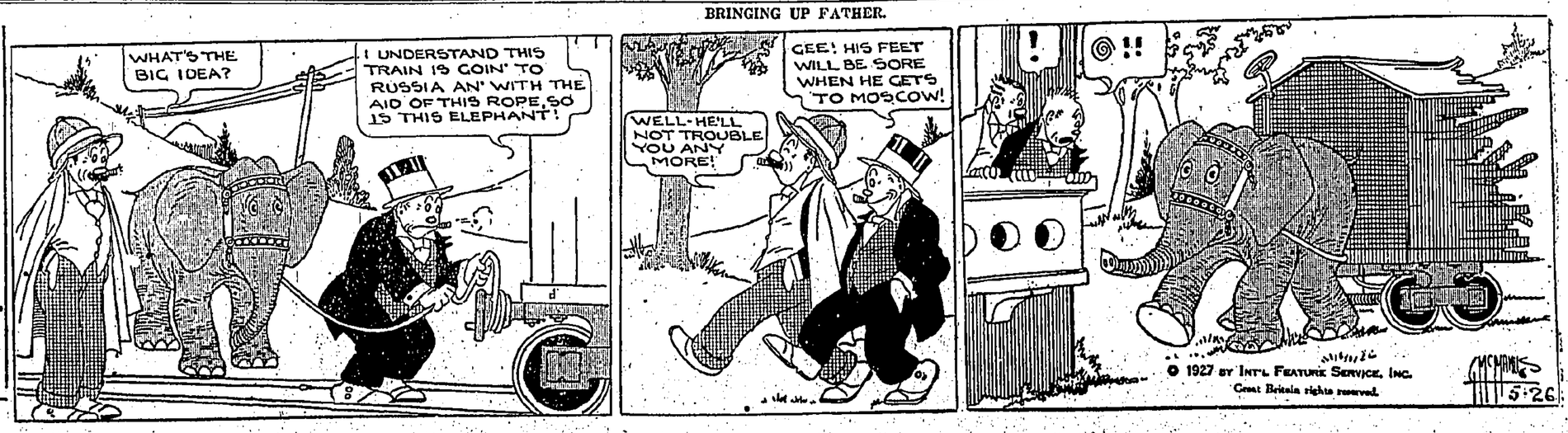


SPORTS

HOME CRICKET.

STARTLING RESULTS IN COUNTY GAMES.

KENT DEFEATED.

London, July 8.

Rain again interfered with the County cricket fixtures, resulting in a number of games being abandoned and others drawn.

Not Counted.

Playing Yorkshire at Harrogate Glamorgan scored 138, Macaulay taking six for 52 and Rhodes four for 44.

Yorkshire scored 27 for one wicket.

P. Hendren.

Derbyshire at Chesterfield, playing Worcestershire, scored 190 (Slater 69), Rogers taking four wickets for 12.

Worcester made 84 for three.

Neither of the above two games count in the championship table.

Tate Makes 146.

Sussex at Northampton, against Northamptonshire, scored 298 (Tate 146).

Northants made 50 for five.

New Zealanders Draw.

The New Zealanders, playing Nottinghamshire at Nottingham, scored 277 (Lowry 74, Page 71).

Tate.

Notts replied with 280 for six (Whysall 82, Walker 50).

Leicester Declare.

Leicestershire, against Lancashire at Manchester, made 304 for eight and declared (Berry 71, Astill 58).

Lancs scored 140 for no loss (Watson 60, Hallows 61).

Kent Beaten.

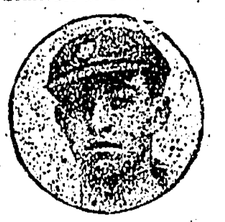
Gloucester, playing Kent at Dover, won by 132 runs.

Gloucester scored 255 (Hammond 123, Neale 50), Freeman taking six for 84; and 213, Freeman taking seven for 98.

Kent scored 166, Parker taking eight for 79; and 170.

Nichols in Form.

Essex took first innings points from Somerset at Colchester.



Hammond.

The home team scored 139 and 141 for eight declared and Somerset made 116, Nichols taking four for 12 and Eastman four for 34; and 57 for 7, Nichols taking five for 20.

Gents. Collapse.

The Gentlemen v. Players match at the Oval was drawn.

The Players scored 429 for nine and declared (Mead 54, Hendren 150), Falcon taking four for 60.

The Gents. made 80 and, following on, scored 181 for eight. Kennedy took two for 21.

Wonderful Bowling.

Kennedy's full analysis was 22.4 overs, 10 Maidens, 37 runs, 10 wickets, a performance which has not been equalled since Fielder did so at Lords in 1906.—Reuter.

Eton v. Harrow At Lords.

Rugby, July 8.

King Fund of Egypt to-day visited Lords where the Eton versus Harrow match is being played. Harrow were all out for 129, Eton replying with 179 for five wickets. —British Wireless Service

NEWBURY CUP.

WIN FOR COLORADO AT 7 TO 2.

London, June 23.

The Newbury Cup resulted as follows:—

Colorado	1
Grassmoor	2
Pons Asinorum	3

Ten ran.

Colorado won by four lengths, one length between second and third.

Betting.—7 to 2 against Colorado; 100 to 8 against Grassmoor; 11 to 2 against Pons Asinorum.

DAVIS CUP TENNIS.

FRANCE BEATS SOUTH AFRICA.

SINGLES RESULTS.

Eastbourne, July 8.

In the European semi-final of the Davis Cup competition Cochet (France) beat Condon (South Africa) 6-0, 9-11, 6-2, 7-5.

Lacoste beat Raymond 6-2, 6-2, 6-1.—Reuter.

LOCAL TENNIS.

K.C.C. LOSE IN LEAGUE GAME.

After an exciting tussle the Netherlands Tennis Club defeated the K.C.C. in a "C" Division league match yesterday at King's Park by 50 games to 49. Scores:—

C. de Bruyn and A. Ramondt beat J. S. Smith and R. F. Strange 6-5, lost to C. H. Ledra and K. A. Karsteine 2-9; lost to A. J. Kew and Geo. Lee 5-6.

P. Marks and G. Heintzen beat Smith and Strange 10-1, beat Ledra and Karsteine 7-4; lost to Kew and Lee 3-8.

F. Lafleur and H. J. Knottnerus lost to Smith and Strange 4-7; beat Ledra and Karsteine 8-3; lost to Kew and Lee 5-6.

Total: N. T. C. 50, K.C.C. 49.

LOCAL FOOTBALL.

CHINESE TO OPPOSE WELCH REGIMENT.

The weekly football match arranged by the Chinese Athletic Association for this afternoon will be between the Chinese first eleven and the 2nd Batt., the Welch Regiment, and is timed to start at 5.45 p.m. on the Sookunpoo ground.

Although the military team are not as strong in association football as they are in rugby, a keen game is anticipated. The Chinese are putting in special training for the forthcoming Far East Olympic games and the friendly matches each Saturday are played with as much keenness as the League matches.

The soldiers are reputed for their prowess on the Rugby field having won the Army Cup on four occasions since the War and being runners-up once. Their Rugby training should therefore be of assistance to them on the soccer field and they should be able to put out a strong eleven.

LOCAL BASEBALL.

MEETING OF GENERAL COMMITTEE.

At a meeting of the general committee of the Hong Kong Baseball Association yesterday tentative arrangements were made regarding the selection of an All-Hong Kong team to oppose visiting nines. An All Round Chinese team is expected from Honolulu in August.

Among the tentative selections in the All Hong Kong are: Shim, S. L. and S. S. Lee, and W. Sling of South China; S. Hachiuma, Y. Hachiuma, and Kosano of Japanese Club; Alves, Rocha, Remedios of Club Recreio; Cockery, McAldo, and Muccio, of Hong Kong Baseball Club; and Zafra, Hernaez, Leonard, and Angeles of the Filipino Club.

The meeting also fixed the umpire's fee for the season and decided to again appeal to the Department of Public Works for a regular ground, for practice and league games of the Association.

THE NEXT KEEPER.

STRUDWICK'S SUCCESSOR?

England has always been well off so far as wicket-keepers are concerned, and continues very strong.

Strudwick's long sustained brilliance has deprived various men of the opportunity of playing in International matches, but so far as such games are concerned the Surrey wicket-keeper's career has probably ended.

There should be no difficulty in finding a successor, and one who is useful front of the wicket as well as behind it.

Such a man is Smith of Gloucestershire, who has recently been displaying excellent form. After allowing only a single bye in Yorkshire's total of 468 for five wickets at Gloucester, he went to the Oval and "kept" through the long innings of 557 for seven wickets on the first day without a ball passing him.

One bye in 1,025 runs is something to be proud of.

POLO WORLD.

BRITISH EYES TURNED ON MEADOWBROOK.

WESTCHESTER CUP MATCH.

[The eyes of the polo world will be busy this season watching for the form which, it is hoped, will defeat our friendly American foes on their polo ground at Meadowbrook. This duty has devolved upon a hard and fit set of men and ponies—you can't win without the horse!—from India, in which country, taking one year with another, the best average polo is always played.]

Owing to the conditions under which the Westchester Cup was given, the international contest between the United States of America and Great Britain is in point of fact restricted to a series of three matches between the Hurlingham and Meadowbrook Clubs; it is, however, none the less an international event (writes Lieut-Col. G. de la P. Beresford, B.C. in the "The New Badminton Magazine").

Hurlingham won the series of games played in 1900 and 1902, and no further trial took place until 1909. By this time the Americans had made great strides in the game and had evolved a style of play which has not since undergone any material change. Our efforts to regain the cup failed by a narrow margin in 1911 and again in 1913, and it was not until 1914 that the cup came back to Hurlingham, thanks to the careful organisation of a team, which had played together for a considerable period.

The winning side of 1914 was composed of men who had the advantage of playing in India, where the season lasts all the year round.

American Wins.

Owing to the war no international polo was played until 1921, when the Americans won two matches at Hurlingham by 5 and 6 goals respectively.

In 1924, Hurlingham sent a team to America, but it fared badly, being beaten by 11 and 9 goals in the two games played.

This failure on the part of the Hurlingham team gave rise to serious consideration of ways and means. It was recognised that America had attained a standard considerably above our own and it was generally accepted that we must set about improving the standard of play and at the same time get together a string of ponies of the highest class before hoping to regain the Westchester Cup.

It has been advocated for many years that any British team, selected to represent Hurlingham, should have the advantage of a long course of preparation as a team and that to this end all other interests should be subordinated.

The value of the selected team playing together for a season in India from November to March has never been denied, but it has never been possible to arrange this owing partly to the limitations of finance and partly to the fact that players could not find the time to go to India. Arising out of the situation created by the results of the games in 1924, it was eventually proposed that a team should be chosen from amongst soldier players in India, where there is always a considerable amount of talent.

Army Teams.

After discussion and suggestions, Major Atkinson took the initiative in 1925 and got together an Army side to play in the Championship at Calcutta at Christmas. The three players, who joined him, provided their own ponies and, to begin with, were well mounted. They were somewhat unexpectedly beaten in the final of the championship.

Undaunted, Major Atkinson reconstructed his Army side for the big tournament in Delhi in February, 1926. Considerable interest was taken in the venture, and a second Army team was also formed with a view to discovering further talent. This time the Army side was more successful in that it won the tournament, defeating a side of well-known Indian players by a margin of 5 goals.

The Army Polo Association of India then undertook the management of the Army side. They approached Hurlingham with a view to the Army in India Polo Team (to give its proper name) being adopted to represent Hurlingham against America in 1927. Financial support in India had been promised, and it was felt that the officers of the Army would subscribe towards the expenses of the team.

Hurlingham, having examined the proposition, very generously consented to accept a team chosen by the Army Polo Association in India, and placed its resources at the disposal of the Army Polo Association.

The A.P.A.

Having progressed thus far by the middle of 1926, the A.P.A. of India started a fund and made plans for the formation of a team which should play together throughout the cold weather of 1926-1927 prior to leaving for America via England. It was decided that the team, which had proved itself in February, 1926, should remain, and three additional players should be selected to accompany it, so as to form a pool from which the eventual international side should be selected in America.

Four players, Major Atkinson, Capt. Dening, Major Williams and Capt. George, formed the team, and after a special period of practice in Meerut in October and November, 1926, they won, in succession, the Duke of Connaught's Cup in Delhi, the Championship in Calcutta, and finally the Prince of Wales' Tournament in Delhi in February, 1927.

Actually, in the last-named tournament, Capt. George was prevented from playing owing to an injured hand, and Capt. Pert took his place at once.

In the first two tournaments, the Army side was undoubtedly the strongest, having always an advantage on the aggregate handicap, but in the Prince's Tournament the Bhopal side, which it beat by 3 goals, was a higher handicapped team very sportingly organised by His Highness the Nawab of Bohpal, to give the Army team a thorough trial.

The selection Committee, having studied form throughout the season, decided to make up the total of seven players destined for America, by the addition of Capt. C. T. Roark, who is well known in England, Capt. Pert, and Mr. Guiness.

When an appeal was made for financial asistance in 1926, a large number of subscribers came forward, particularly from the Services in India, while many others contributed most generously.

His Highness the Maharaja of Jodhpur, in addition to a handsome donation, was early in the field with the loan of twenty ponies which his team had played in England in 1925. The Royal Calcutta Turf Club backed the expedition in a most sporting manner by a generous donation and the promise of a loan of no less than £5,000 without interest. Many Indian Princes interested in polo also figured on the subscription list.

Pony Difficulties.

The task of collecting ponies was no easy one. Eventually the following were got together in Delhi and shipped to England, where they arrived on March 19, less one pony left in Bombay suffering from heat-stroke contracted in the train journey from Delhi to Bombay; 23 ponies bought by the fund; 9 ponies lent by H.H. the Maharaja of Jodhpur; 2 ponies lent by H.H. the Maharaja of Bharatpur, 5 ponies lent by the Officers of the Royal Scots Greys.

Subsequent to the departure of the ponies, His Highness the Maharaja of Rutlam, a steward of the Indian Polo Association, decided to accompany the team, and so as to get some polo himself dispatched the six ponies from Bombay, which are now on their way to England. It is hardly necessary to say how this sporting venture on the part of one of the keenest supporters of the game has been appreciated in polo circles in India, and in particular by the members of the team.

What the prospects of the team are it remains to be seen. It leaves India backed by a very large number of individuals, while those selected to accompany it have shown the highest sportsmanship in the efforts they have put forward to make themselves fit and to mount themselves adequately when being tried for a place in the team. There are others also who spared nothing in their efforts to gain a place.

The sole management of the team and the selection of the four players to line up against Meadowbrook lie in the hands of Col. H. A. Tomkinson, D.S.O., who has already played in two series of international games against America.

In addition to the thirty-eight ponies from India now in England, a reinforcement of English ponies loaned to the team by the players in England will be sent out to America immediately after the London season. These should land in hard condition and will thus require but little preparation for the matches which are to take place early in September.

THE HORSE SHOW.

ENGLAND WINS PRINCE'S CUP.

London, June 23.

At the International Horse Show, at Olympia, England won the Prince of Wales' Cup for jumping, beating France, Italy, Poland, Belgium, Sweden, and the Irish Free State in the order named.—Reuter.

PLUCKY SAILORS.

ADVENTUROUS VOYAGE IN YACHT.

SYDNEY TO TOWNSVILLE.

An account of the voyage made by Mr. S. G. Cook, a master mariner, and Mr. O. B. Featherstone and his son, Hector, in the ten-tons auxiliary yacht "Iole," from Sydney to Townsville, last month, has been received by Mr. A. H. Carter, 20 Clarence-street, Sydney.

The trip took a little more than eleven days, but heavy weather was encountered at the outset, including the gale in which the steamer "Riverina" went ashore and the subsequent cyclone which caused much loss of life and damage in Sydney. The "Iole" cleared Sydney Heads on April 14, and for the next few days the crew had an anxious time. A blown-away jib, and the fact that some water came aboard, were responsible for the yacht spending the first night under the shelter of Barrenjoey.

Heavy Weather.

Heavy weather continued when the course was again set, and the voyagers spent more time sheltering in Fly Roads and Nelson's Bay. The crossing into Port Stephens at a time when huge rollers were sweeping across the entrance was one of the most exciting incidents of the voyage. Caught by a huge roller, the "Iole" was carried forward on its crest at a terrific rate, but the yacht came through unscathed to the relief of watchers ashore, who feared disaster. South Solitary (240 miles) was abeam five days after leaving Sydney.

Better weather was now experienced, and on the seventh day out, the "Iole" sailed 110 miles, and was in sight of the Cape Moreton Light. Sailing steadily in favourable winds, and using the engine at other times, the "Iole" made her way up the coast, and in one day made a record run of 156 miles. As their craft got among the islands on the Great Barrier Reef the voyagers found the trip of great interest.

At last the beautiful Whitsunday Passage was negotiated, and the yacht anchored at Townsville at 10.20 a.m. on April 26. With a wireless receiving plant on board, the crew were able to spend many enjoyable hours that would otherwise have pulled on them. The broadcasted weather reports were also of the greatest value.

A GOLF RECORD.

PLAYING FOR 14 HOURS.

Mr. Bruce Sutherland, an Edinburgh physical culture expert, played golf continuously for fourteen hours and established what he claims to be a record. He exceeded the achievement of Mr. Bloxham and Bob Ferguson, who, in 1874, played over Musselburgh course from 6 a.m. to 7 p.m.—a period of thirteen hours—brief intervals being taken for refreshment.

They played 16 rounds on that nine-hole course. The course chosen by Mr. Bruce Sutherland was that of the Merchants of Edinburgh at Craiglockhart, of which he is a member. The task was very exacting, for the links are unusually hilly.

In the course of the round two hills, each rising to a height of about 200 feet, have to be climbed, while steps lead to and from several of the tees. Mr. Sutherland sought to establish that the average golfer ought to be able to stand much more than two rounds of golf per day.

Successful Outcome.

Mr. Sutherland left the first tee at four o'clock in the morning and played continuously till six o'clock in the evening—a period of fourteen hours.

He completed eight rounds and three holes. Although showing some effects of his strenuous exertions, he was remarkably fit at the conclusion of his self-imposed task.

Relays of partners and caddies accompanied him, and he made no halts except for the change of footgear and for an occasional drink of meat extract and a sandwich.

He had a large following during the afternoon. He returned an 80 for the first round, and his other cards were round about that figure.

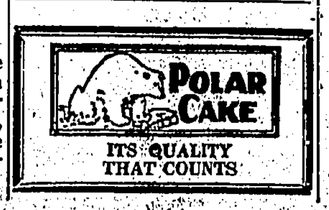
MODERN DRAKE.

LONG VOYAGE ALONE IN SCHOONER.

London, June 21.

Leaving Charleston (South Carolina), on April 27, an Englishman named Drake arrived at Plymouth yesterday, after crossing the Atlantic alone, in a 35-foot schooner.

He encountered very wild weather.



ITS QUALITY THAT COUNTS

'CIVIL WAR OF SEXES'

IS OXFORD NOW GOING TOO FAR?

"Another Barrier Down," is the heading of a short article in the "Isis," the undergraduates' paper. "Women go marching on," it says, "sweeping all before them. Social revolutions of the utmost significance have taken place in Oxford this term. The fortress of the O.U.D.S. has been stormed and Miranda dances excitedly on the ruins, and now women are to be admitted to the professorships of the university. We ask the authorities in all sincerity whether they realise the full importance of these changes, now and in the future? In their fear of being considered old-fashioned, are they quite sure they have not gone too far? Equality for the sexes is a fine slogan, but when there are as many women as men in the university may it not become civil war of the sexes? There are rumours that the two sides are preparing for a conflict even now. In the struggle for existence and a career man cannot allow the old chivalrous instincts to stand in his way. The women have declared war, and unless the men wish to retire vanquished and leave Oxford as the greatest feminine university in the world they must jealously guard their few remaining privileges."

ORGY IN CHURCH.

EMPTY WINE BOTTLES LITTER CHANCEL.

West Somerset police are searching for the perpetrators of extraordinary acts of sacrilege at St. Luke's Church, Roadwater, near Minehead.

An amazing spectacle met the gaze of the two men who discovered the outrage. One of the large organ pipes had been torn down and marks showed that someone had been trampling on the keyboard, while a carved ivory music rack had been wrenched off and smashed.

A beautifully worked brass cross on the altar had been twisted all shapes, and the rest of the altar furnishings flung about the chancel.

All the cupboards had been ransacked and the intruders had helped themselves to the Communion wine, afterwards flinging the empty bottles among the Communion plate and altar vessels, which were scattered about the floor.

GOVERNOR REBUKED

LORD SOMERS AND FEDERAL TARIFFS.

Melbourne:—The action of Lord Somers, the Governor of Victoria, in publicly criticising in a speech the Federal Tariff, has evoked general astonishment.

The "Age" in an editorial states that the feelings of the people of Victoria towards the Governor are normally friendly and kindly.

"They have just given effectual expression of their loyalty to the King, whose representative the Governor is, but the citizens expect the Governor to do things decently and in order.

"The present Governor has committed a grave blunder and made a most imprudent incursion into the zone of an acutely controversial matter which need not have been discussed. The incident would have been equally deplorable whatever the topic."

"COWBOY CAL."

Rapid City, July 5.

Photographers had a field day this afternoon when President Coolidge appeared on the lawn in front of his summer "White House" wearing full cowboy regalia, which was presented to him in honour of his fifty-fifth birthday by a delegation representing the Boy Scouts of America.

Mrs. Coolidge looked surprised at the picturesque combination of the bright red shirt, blue kerchief, chaps, boots, spurs and "Tengallon hat," and the cheers of the boys made the hills resound.—Reuter's American Service.

LONDON EXCHANGES.

Rugby, July 8.

Paris	124
New York	4.85 17/32
Brussels	34.92
Geneva	25.22
Amsterdam	12.11⅞
Milan	89.10
Berlin	20.49
Stockholm	18.13
Copenhagen	18.16
Oslo	18.77
Vienna	34.50
Prague	163⅞
Helsingfors	192⅞
Madrid	28.57½
Lisbon	2 7/16
Athens	364½
Bucharest	770
Rio	5 27/32
Buenos Aires	47¾
Bombay	1/5⅞
Shanghai	2/6¼
Hong Kong	2/0⅛
Yokohama	1/11 11/32
Silver Spot and Forward	25⅞

—British Wireless Service.

SHARE MARKET.

OFFICIAL QUOTATIONS.

Hong Kong, July 8, 1927, 10.30 a.m.

Stock.	Hong Kong Stock Exchange.	
T.T. on London	1/11⅞	
T.T. on Shanghai	$78¼	
Banks.		
Hongkong Bank	$1070	b
do. Lon. Reg.	$115	b
Chartered Bank	£20	n
Mercantile A. & B.	£30¾	n
do. C.	£13¾	n
P. & O. Bank	£9	b
East Asia	$68	n
Marine Insurances.		
Canton Insurance	$620	s
China Underwriters	80 cts.	b
North China Insurance	T143	b
Union Insurance	$279	n
Yangtze Insurance	$40 M.	n
Fire Insurances.		
China Fire Insurance	$210	b
H.K. Fire Insurance	$600	s
Shipping.		
Douglases	$31½	b
H.K. Steamboats	$22¾	s
H.K. Tugs & Lighters	1.10	n
Indo-Chinas (Pref)	$80	n
do. (Def.)	$46	b
Shell Transports	93/-	n
Star Ferries	$52	s
Water-boats	$16.30	b
Refineries.		
China Sugars	$18	s
Malabon Sugars	$32	n
Mining		
Benguets	$1.70	b
Kailan Mining Ad.	40/-	b
Langkats (Combined)	T19	n
do. (Single)	T9	n
Shanghai Exploration	T3¼	b
Shanghai Loans	T6¾	n
Raubs	T4	n
Tronoh Mines	19/3	n
Ural Caspians	8/-	n
Docks, Wharves, Godowns, &c.		
H.K. & K. Wharves	$108	b & sa
H.K. & W. Docks	$38	n
Hongkews	T147	b
New Engineerings	T5½	n
Shanghai Docks	T97½	b
Lands, Hotels & Bldgs.		
H.K. & S. Hotels	$6.90	s
Hongkong Lands	$65¼	n
Hongkong Realty	$6	s
H.K. Territorials	$1⅛	n
Humphreys Estates	$12½	n
Prince's Building	$89	n
Rural Lands	$1½	n
Cotton Mills.		
Ewo Cottons	T7.35	n
Orientals	T2.10	n
S'hai Cottons (Old)	T51	n
do. (new)	$25½	n
Buses, Trams, &c.		
China Buses	T7	b
H.K. Tramways	$20.55	b
Peak Trams (old)	$15	s
do. (new)	$8	s
Singapore Tractions	10/9	b
Taxis	$1	n
Miscellaneous.		
H.K. Amusements	$19 b	$18 sa
Canton Ices	$5	n
Cements (comb.)	$7.	s
do. (old)	$6.60	n
do. (new)	$1	s
China Lights (comb.)	13¾	s
do. (old)	$10¼	n
do. (new)	$7¼	n
China Prov.	$4½	b
H.K. Constructions	$2.30	n
Dairy Farms	$15	n
Der A. Wings	$6	n
H.K. Electrics	$52	b
Macao Electrics	$35	b
H.K. Ropes (old)	$10	n
do. (new)	$5	n
Lane, Crawfords	$7	s
Mackintosh	$19⅛	n
Sinceres	$8½	n
United Asbestos	$20	n
Watsons	$11¼	n
Wm. Powells	$6	n
H.K. Telephones	$8.70	n
Nanyang Tobaccos	—	

EXCHANGE.

Hong Kong, July 9.

On London—	
Bank, Wire	1/11⅞
Bank On demand	1/11 15/16
Bank 30 day's sight	——
Bank 4 months' sight	2/-⅛
Credits 4 months' sight	2/- 15/16
Documentary 4 months' months sight	2/1 1/16
On Paris—	
On demand	1235
Credits 4 months' sight	1310
On Berlin—	
On demand	nom
On New York—	
On demand	48¾
Credits 60 days' sight	50
On Bombay—	
Wire	
On demand	133¾
On Calcutta—	
Wire	
On demand	133¾
On Singapore—	
On demand	86¼
On Manila—	
On demand	97½
On Shanghai—	
On demand	nom
30 day's sight (private paper)	——
On Yokohama—	
On demand	101¼
Gold Leaf, 100 fine (per tael)	——
Sovereigns (Bank's buying rate)	9.70
Silver (per oz.)	25⅞
Bar Silver in Hong Kong	3% prem
Chinese Copper Cents	nom
Chinese Copper Cash	6% pm.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	26% dis.
Hong Kong Sub. Coin	par

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Tuesdays & Fridays: 5 to 7
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LOCAL AND GENERAL NEWS.

The London General Omnibus Company have submitted to Scotland Yard a new six-wheeled covered-top double-deck omnibus for service on the London streets, and, if it passes the Scotland Yard tests, the vehicle will be put into operation as an experiment forthwith.

An amendment to the standing orders of the Rhine Army grants a privilege to officers which has caused most satisfaction. This is the wearing of civilian clothes when not on duty up to eight o'clock at night. Hitherto all ranks of the Rhine Army had been forbidden to wear civilian clothes.

The case in which Mr. J. H. Ruttonjee sues Mrs. D. A. Ross for $173.25 for the supply of electric current to a flat in respect of which he was the lessor, was again adjourned after a Summary Court hearing yesterday. The defence is that there had been a change in the connection of the meters and that the amount charged in respect of the flat in question was far in excess of the consumption.

Now that our Government has broken with the Soviet Republic, we are threatened with the immediate suspension of all Russian orders. The threat leaves us cold, remarks a London journalist. It is Russia rather than Britain that will suffer. Russia cannot do without our market, but we can get along without Russian trade, for our exports are only valued at about £6,000,000, whereas our imports from Russia last year reached a value of close upon £24,000,000. Russia is engaging in the doubtful operation of 'cutting off her nose to spite her face.'

Home papers to hand by the last mail contain reports of the breach of promise case, in which Mr. Justice McCardie and a jury awarded a sum of £1,200 to Miss Agnes Graham, 30, of West Newport, Dundee, against her ex-sweetheart, Mr. James MacKechnie, of Singapore. Summing up, Mr. Justice Swift stated he was just a little astonished at the airy way Mr. Batt, for defendant, had spoken of breach of promise actions, as if they were the rarest possible things nowadays. He pointed out that from January 1 to May 26 of this year, no fewer than 12 actions for breach had been up for trial in those courts. Even in these days when, as Mr. Batt had stated, women took a great share in the affairs of the moment, the profession of marriage and housekeeping was still a highly honourable one, and one which women counted upon. Most of them preferred to have a husband and children to look after.

One case of enteric fever, British, and one of cerebo spinal fever, Chinese, was notified yesterday.

The Canadian Pacific Railway Company have placed an order for two large North Atlantic liners, each 18,000 tons gross, with accommodation for 1,600 passengers, with Messrs. John Brown and Co., Ltd., Clydebank, Glasgow.

M. Marinkovitsch, the new Foreign Minister of Jugo Slavia, whose policy is "the Balkans for the Balkans." It is claimed that he is none too friendly toward Italy.

London has traffic problems no other city has, and they are problems more difficult to solve than those of New York, according to Dr. J. A. Harriss, chairman of the Committee on Traffic Regulation and Street Uses, New York, who is now in London. "The most urgent measure required to-day," he said, "is the segregation of traffic into various categories—fast-moving cars on their own tier, omnibuses and lorries on theirs. Segregation and the many-decked street are the way out. By these means there is no reason why cars should not travel at 100 miles an hour in perfect safety, safety being ensured on these roads by lighting signals. The surfaces would be of resilient rubber. There is no limit to the number of decks a street might have." Dr. Harriss is visiting European capitals to study traffic conditions.

Upton Sinclair, by way of contesting the censorship of his latest novel, "Oil," has left for Boston to invite arrest by reading the "Song of Solomon" from the Bible on Boston Common. "I was arrested once," he said, "for reading the American Constitution in San Pedro."

The 300th anniversary of the arrival in Japan of John Adams, the first Englishman to reach the country, was celebrated by Buddhist prayers at his tomb and addresses by the Governor of the Yokohama district within which Adams lived and by the British Ambassador, Sir John Tilley. The tomb, carefully preserved by the Japanese, is on a hill-top overlooking the naval base at Yokosuka. Adams arrived in Japan as a shipwrecked sailor. He was treated well but not allowed to leave the country.

"We must put away the crinoline because of the traffic; we must cast off long skirts because of the dust; we must shingle, or bob, or Eton-crop our hair for hygienic reasons. No one can deny that ordinary women are becoming rarer, and most of us are extraordinary in one way or another," said Miss A. Bennet at the twenty-first annual conference of the Dickens Fellowship at Birmingham. "Women now," she continued, "were holding their place in the business world in a way unthought of in Dickens's day. They were in training to make their own lives, and the lives of those about them, interesting, vital, co-operative, and progressive. Education and public progress made them move with the times."

The British India policy of steadily modernising its fleet goes on, the latest ship to be sold being the "Tara," a Denny-built unit of the older T. class which has just passed her quarter-century mark. Her sisters, either exactly or practically, were the "Taroba," "Teesta," and "Thongwa." A twin-screw steamer of 6,322 tons, she had a speed of a comfortable fourteen knots, and, like every other Denny ship, was exceedingly pleasing to look upon. She is very little known in home waters, having been employed on the Eastern and Singapore routes, but she did a few runs to the Thames when she was released from Government service, which included a good deal of trooping. She is understood to hove fetched £16,500 from her Japanese buyers, and it remains to be seen whether she will go to the scrapheap or whether she will be put on the native passenger trade for which she is excellently adapted.

SOCIAL AND PERSONAL NEWS.

Mr. L. A. C. Biggs, Secretary of the Penang Municipal Commission has retired after 30 years' service. Mr. Biggs first joined the Municipality in 1897 as assistant secretary, receiving the full appointment as secretary in 1906.

Endeavouring to ascertain the names of Mr. C. B. Cochran's five tennis players who are stated to be turning professional, the "Daily News" has already obtained the denials of four outstanding players in Turnbull, Gregory, Kingsley, and Greig, that they are concerned. The "Daily News" adds: "Mr. Cochran may get five players, but it is difficult to know how they can be described as 'famous.'"

Shanghai papers announce the death of Mr. George Demmel, the manager for some time of Messrs. Kunst & Albers, who passed away at the Paulun Hospital. At the time of his death Mr. Demmel was 41 years old and had for some time been the representative of the firm in Shanghai and a well-known personage amongst the German community in Shanghai.

After eleven years litigation, costing a large fortune, the estate of the late Mr. Jay Gould, one of America's pioneer financial organisers, was settled amongst six heirs. In the Supreme Court Justice Tierney signed an order of approval. The estate was entered as being of the value of £17,000,000, but it has shrunk since to about £13,000,000. Nearly every member of the Gould family was involved in the litigation.

Princess Mary had a hostess who is an old friend and round about her own age, in the Hon. Mrs. Laurence Methuen, who entertained her at Blythswood House on the occasion of Her Royal Highness's visit to Clydebank. The only daughter of Lord and Lady Blythswood and her husband are to have their principal homes in Scotland, while it seems likely that her parents may spend more time at Penrice Castle, the beautiful place at Swansea inherited by Lady Blythswood from her aunt, the late Miss Talbot.

Mme. Yone Suzuki, called the wealthiest woman in Japan, and also the "most hated woman in the world," whose failure in business caused huge financial loss. Her loss is put at one hundred million dollars.

The King and Queen took part in the spectacular opening of the new Regent-street, London, on June 23, which has been entirely re-built since the war, at a cost of £20,000,000. The shops have the finest window display in the world, some of the rents being as high as £2,000 a year for a 10-foot shopfront.

The Editor of "Truth" commenting on the fear of women's competition in the battle of life, which has been expressed in the "Isis" and by the Dons in a wider press, says that the last time he was in Oxford it struck him that it was the men who were feminising the place and the women who were giving it such touches of masculinity as it possessed. He suggests that the University authorities should rid Oxford of the extremely unpleasant young gentlemen who mince up and down the High in waisted jackets and are not ashamed to touch up their complexions!

The Prince of Wales will open the Scottish Motor Exhibition in the Kelvin Hall, Glasgow, on the afternoon of Friday, November 4. In the evening His Royal Highness will attend the dinner of the Royal Scottish Automobile Club.

Passengers arriving by s.s. "Khiva" yesterday from the north included Squadron Leader A. E. Barr-Sim, Paymaster Comdr. J. Bell, Mr. and Mrs. H. W. Cheeseman, Lieut. N. C. H. Downe, Mr. C. Gordon Mackie, Captain E. Monkman, Flying Officer S. C. Parker and Lieut. Colonel and Mrs. Twilley and family. Most of them left by the same vessel to-day for Home.

The statement that the Prince of Wales will accompany the King and Queen when they go to Holyrood Palace on July 9 is quite wrong. H.R.H. will make the journey to Scotland on Wednesday, July 13, and on July 14 will inaugurate the Scottish National War Memorial at Edinburgh Castle in the presence of the King and Queen. Their Majesties will then proceed to Craigmillar Castle for the Historic Pageant. The Prince will return to London on the same night.

Sir James Roberts's offer to buy Haworth Parsonage will be much applauded by all Brontë enthusiasts, for the home in which the Brontës lived through their intensely emotional youth and (all but Anne) also met their early deaths, is still pervaded by the same "spirit of place" which distinguishes much of their work (says the "Evening Standard.") Bleak Haworth is not the most easily accessible of places, but over ten thousand pilgrims go every year to see the Parsonage which sheltered the Brontës. Sir James Roberts was himself born at Haworth, and made a fortune in the textile trade, becoming owner of Saltaire, the model alpaca manufacturing town founded by Sir Titus Salt. He is one of the English manufacturers to have great faith in the Russian market, and gave £10,000 to Leeds University to found a chair for Russian language and literature.

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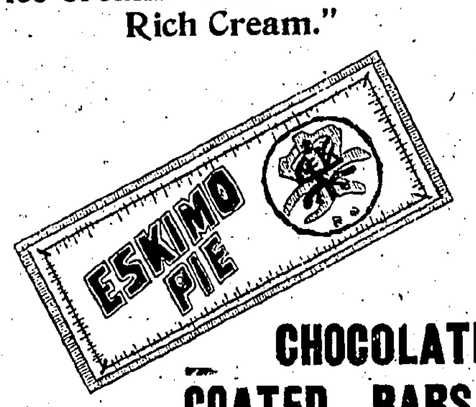

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PRICES OF ADMISSION REDUCED

Box 6 Persons ..$12. Single Box Seat ..$2
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EVERY
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Children Half Price.
COME AND SEE
THE CIRCUS POST CARRIER PIGEONS

In commemoration of the visit of ISAKO'S CIRCUS to Hong Kong, free prizes will be given away. At every performance, our carrier pigeons will be let off in the centre of the ring and the persons on whom they alight will be the recipients of the following gifts:—

GOLD WATCHES, RINGS, BRACELETS

AND MANY OTHER VALUABLE AND USEFUL ARTICLES.

Cut and bring this slip to the circus ticket office and you will obtain your ticket at a special rate from 30 cts. up.

CORRESPONDENCE.

ANOTHER HOUDINI!

(To the Editor of the "China Mail.")

Sir,—In reply to "True Scot's" letter, who is a true son of the Thistle by all appearances, I do not wish to belittle the "Consumers of Haggis." No doubt if I had written something about Palestine, Scotland would have remained in its natural state—asleep.

But as I wished to imply to your readers how mean I thought "British Boy," I could do no better than accuse him of being a Scotsmon, a wor'd renowned fact, though Scotsmen try to escape by saying "Och Mon, we're only thrifty."

If the cap or Glengarry fits, "True Scotsman" can wear it. Who paid for his stamp Dear Mr. Editor? Why should the blower of bagpipes and other torture kick against fate, (i.e.) being born a Scotsman? We cannot help it, why not resign himself to Destiny and Thrifty fame?

We all admit life is no bed of thistles for the North of Tweed men, but they can do it, having been here so many years.

England for Ever! Down with Haggis, Bagpipes and Thistles.

Yours, etc.,
"British Houdini."

Hong Kong, July 8.

A RIDICULOUS COMPLAINT.

Sir,—While reading the "Sunday Herald," I came upon a letter in the editorial columns entitled "Tommy's Smokes" and signed "British Boy."

"British Boy" forwards a complaint which in my opinion is entirely unworthy of his "nom-de-plume" and I may say also, of publication.

In the first place, "B.B." surely forgets the many first-class entertainments, which have been provided for us, since our arrival, by the Y.M.C.A., also perhaps he might be able to inform us, where reading and writing materials, etc., can be obtained free of charge, other than the Y.M.C.A.?

This I think will overrule his statement about overcharging at the Y.M.C.A.

Secondly, I would like to find out where he can obtain Capstan cigarettes under the minimum price of 17 cents. I, as one who smokes Capstan's only, think it will be very difficult for him to tell us.

Also does he realise two cents is equivalent to a half-penny in English money.

I have written this to show that this ridiculous complaint is not universal amongst the troops, and I can assure you, "B.B." and his pal's letter is the subject of much discussion in our barracks, but one and all, are treating it with the scorn and contempt it rightly deserves, and are indignant that a comrade (?) in our midst could be so Un-British and Unsportsmanlike.

I conclude this humble epistle, Sir, hoping you will publish it, thereby showing the parties concerned, that at least we are not all ungrateful for the many kindnesses shown to us, since our arrival, by the Y.M.C.A. and its helpers.

Enclosed you will find my name but I hope it will not be published, mainly for disciplinary reasons and secondly, as I am only the mouthpiece for many.

yours, etc.,
"Guardsman."

Hong Kong, July 8.

APOLOGY DEMANDED.

Sir,—To-day, while reading the contents of the "Sunday Herald", I came to a column, which seemed to me, and I think all fair minded people, to cast a blight on your esteemed paper. The piece to which I refer was headed "Tommy's Smokes."

The writer states while in France, he heard of a number of complaints to the effect that the Y.M.C.A. were making excess charges for their cigarettes and other home comforts. I think your readers will agree that this is a lie. His complaint is two cents. I have known of hundreds of cases where the "Tommy's Friend" have given his two cents away thousands of times over. He does not think of the trouble the Y.M.C.A. go through to please him and his pals, but we will come to that later.

He says:—"We can get them for fifteen cents." Can he? Where? I have always paid seventeen cents for Capstans, and there is a shop near the Queen's Theatre where they charge you twenty, and when I purchased a packet I had good cause to grumble for I lost the vast amount of three cents. Alas, I am ruined!

I call him a liar when he says he can get Capstans for fifteen from any soldier's institute.

He is a soldier and signs himself "British Boy," I as a soldier ask your readers, My Editor, to ignore him, and not to pass their opinion of the Tommy from him. Every family have their black sheep, and the Army is no exception. A soldier who criticises the Y.M.C.A., is biting the hand that feeds him. We cannot find a way of expressing our regret that such a missive should have found its way into your paper.

What in the love of Mike is he going to do with the other three cents? If he had three thousand cents he could not repay the Y.M.C.A. for what they have done for him and his pals. Perhaps, Mr. Editor, you can start a subscription list to enable the grumbler to have free smokes, pipes, or surplus tobacco.

If I was him I would stay in of an evening and read a book called "Principle and Disposition." He certainly needs it. Even if the Y.M.C.A. did charge him an extra two cents, he should not grumble. Let us see what he gets in return if the Y.M.C.A. did make an excess charge, which they did not. For his two cents he gets the following:—free writing material, the loan of books, free concerts, good food at a soldier's price, music, free whist drives, and many other good things, too numerous to mention. By the way, did he offer to refund the cent he makes on buying his lemonade in the Y.M.C.A. in comparison to the N.A.A.F.I. Nothing is said about that!

If he is still worying over his two cents, let him call at the Peninsula Hotel, where we are ever so concerned over his terrible losses, that we have raised a subscription to aid him.

I expect he wrote his letter in the Y.M.C.A. writing room, with their writing material, and perhaps you, Mr. Editor, received his letter without a stamp.

He signs himself "British Boy." I think "Jew Boy" would have been more fitting. If he really did come from Britain, it was north of the Tees, and Tyre.

Just before concluding my poor effort to put this wrong right, I know I can speak for the real soldiers and say, "We fully appreciate what the Y.M.C.A. do for our comfort and entertainment and we apologise for the so-called soldier's deliberate insult. In his statement regarding the price of cigarettes during the war, he says the Y.M.C.A. made an excess charge. That statement is a lie. The price of cigarettes were fixed by the Government during the war, and it applied to all catering for the services.

Before he signs himself "British Boy" let him do something to show he at least has the right to use it. The least he can do is withdraw his statement and apologise through your valuable paper. Perhaps then a "British Boy," not before.

Hoping you will grant me a little space in your valuable paper to set this great injustice right.

Yours, etc.,
Lance Corporal.

Hong Kong, July 8.

PASSENGER LIST.

ARRIVAL.

Passengers arrived in Hong Kong by the P. & O. "Khiva" from Japan and ports on July 8, were:—Mr. F. R. Armitage, Sqdrn. Leader A. E. Barr-Sim, Mr. and Mrs. G. C. Barbery, Mr. A. Buhre, Mrs. Brisher, Paymaster-Comdr. J. M. Bell, Mr. James Bowman, Mr. L. C. Chow, Mr. and Mrs. H. Curtis, Mr. and Mrs. X. W. Cheeseman, Mstr. Cheeseman, Mr. and Mrs. Cheng Chenk-hin, Lt. N. C. H. Downe, Mr. and Mrs. F. Englis and infant, Mr. F. L. Evans, Mr. and Mrs. H. W. Hunt, Mr. and Mrs. T. A. Hannevik and children, Mr. and Mrs. C. W. Jason Loo, Miss Jarmin, Mrs. D. K. Kovach, Mr. and Mrs. O. C. Kench, Mr. S. K. Loh, Mr. A. Lee, Miss Leopold, Mr. H. W. McAthome, Mr. C. Gordon Mackie, Captain E. Monkman, Mr. L. W. Millington, Mr. and Mrs. B. Morris and children, Miss Payne. Flying Offr. S. C. Parker, Mr. and Mrs. Penn and children, Mr. L. Schipper, Mr. I. Shainin, Lt.-Col. and Mrs. Twilley, Mr. A. Twilley.

MAHARAJA'S TIGRESS.

Madras, June 22.

Ootacamund, June 22.—The Maharaja of Jodhpur motored down to Theppakadu on a shooting excursion, with a party of four, and bagged a tigress.

The party was returning from the excursion, and when between Theppakadu and Gudalur, at about 8 p.m., the car was stopped by a tigress jumping across in front of the radiator from the hillside.

The Maharaja at once brought his rifle to his shoulder, asking his younger brother to turn the electric spotlight on the tigress, firing simultaneously.

The tigress dropped dead in front of the car and was taken home by the party.

BANKERS CONFER.

OFFICIAL STATEMENT ON INQUIRY'S SCOPE.

New York, July 9.

In an official statement in regard to the conference of bankers the New York Federal Reserve Bank has declared that has been no discussion of any reparation question nor the stabilisation of the French franc. The time of the Conference has hitherto been devoted mainly to the exchange of views in regard to financial economic matters, the policies of issuing banks and similar subjects, naturally including the operation of the so-called "gold exchange standard," the expensive shipment of gold, the purchasing power of gold and various proposals to promote closer co-operation.—Reuter's American Service.

A CANDID FRIEND.

ENGINEERS AND THEIR MATERIALS.

Mr. Horace J. Young has established something of a reputation as the candid friend who tells engineers how little they really know about the materials they use, and his paper before the Institute of Marine Engineers, London, performed that salutary office once again, and in the usual stimulating manner. Though brief, the paper was a valuable one as a corrective of that state of mind which tends to assume that marine engineering constructional practice, because of its economic tendency towards standardisation of methods and materials, is approaching finality. The reliability of the marine engine, and especially of the steam reciprocating type, has become a household word; but that is not to say that the possibilities of improving it still further are non-existent, or that the scope of the designer is even seriously curtailed. The plain fact is that this extraordinary reliability has been achieved, at least, as much by the provision of exceptionally large factors of safety as by the knowledgeable proportioning of parts or the scientific selection and supervision of the materials employed. It should be regarded as a reproach by the engine-building branch of the profession that, in the eyes of the average Board of Trade examiner, the most proficient engineer is not so much the man who knows how to maintain the highest overall thermo-propulsive efficiency with a set of machinery as the man who displays the greatest ingenuity in cobbling it when it breaks down. That may be a relic of the days when marine machinery did break down with disconcerting frequency, but on the face of things it looks more like an implied vote of no confidence in materials or workmanship or both, unless scantlings are more than ample and stresses proportionately low. In some cases a large factor of safety is essential because the maximum working stress is not accurately known; but in far more instances it is merely a confession of ignorance of the strength and suitability of the materials. That the engineer and the metallurgist working in concert can perform seeming miracles in the elimination of needless weight is obvious to anyone who has ever studied an aeroplane engine; and aero engine reliability to-day compares not unfavourably with that of the average marine steam engine, especially when the relative piston speeds are taken into account. In an age of standardisation it is good for the engineer to have a candid friend.

STONED BY CHINESE.

An Indian guard has been admitted to the Government Civil Hospital suffering from a severe cut on the left eye, the result of being stoned by a gang of Chinese from whom he attempted to rescue another Indian who was being nobbed at Causeway Bay.

MURDER AND ROBBERY.

Four men armed with daggers committed robbery at 4, Seymour Terrace yesterday, killing one of the occupants of the house and getting away with a quantity of money and jewellery.

KICKED BY COW.

A Chinese woman has been admitted to the Alice Memorial Hospital suffering from injuries inflicted by a cow which she was milking.

QUARREL BETWEEN WOMEN.

In the course of a quarrel between two Chinese women in First Street, one pushed the other into a vat of boiling water. The sufferer is now in the Government Civil Hospital.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Danmark" are reminded to take delivery of their goods, which will be subject to rent after July 16.

Consignees of Cargo ex s.s. "Benvrackie" are reminded that goods will be subject to rent after July 16.

A TAME AFFAIR.

FAILURE OF SHANGHAI GENERAL STRIKE.

Shanghai, July 4.

Yesterday's "general strike" in the International Settlement, called by the Chinese General Chamber of Commerce, the Shanghai Commercial Federation, and the Amalgamated Street Unions, at the instigation of the Chinese Ratepayers' Association to oppose the enforcement by the Municipal Council of an increase of two per cent. in municipal rates was a very tame affair indeed. It was carried out in a most half-hearted manner and more than 95 per cent. of the shops in the Settlement were carrying on business yesterday as usual, the only exception being that they put up their window shutters. The doors were open and everybody did business on a normal basis. All of the fruit shops and food shops were fully open, the former "by special permission" on account of the fact that their goods were of a perishable nature.

"Black List."

Only three or four score of shops, including the big department stores in Nanking Road, were actually closed but this was nothing unusual because, yesterday being Sunday, they ordinarily do not do business. Schools and some mills suspended operations for the day but they, too, usually have Sunday off. Nominally, "thousands" were supposed not to work but, as a matter of fact, only a few privileged ones enjoyed a holiday.

The reason why most of the shops had their shutters up and joined the "general strike" was that they were afraid of being put on the "black list" and were afraid of rough treatment on the part of agitators and unprincipled members of the Street Unions. Chinese newspapers were closed for the day and no papers, therefore, will appear to-day.—"North China Daily News."

MISSING EXPLORER.

London, June 22.

New York.—Mr. James C. Smith, explorer and ethnologist, who recently returned from the jungles of Brazil, has cabled to the Royal Geographical Society volunteering to conduct an expedition to the interior of Brazil in search of Lieut.-Colonel Fawcett.

[An earlier message stated:—London, June 21.—The President of the Royal Geographical Society has announced that the Society is ready to help any competent well-accredited volunteer party proceeding to the interior of Brazil in search of the explorer, Lieut.-Col. P. H. Fawcett, who left civilisation on an expedition into the interior in 1925, since when there has been no news of the explorer.]

HOW TO CHLOROFORM A CARROT.

London, June 23.

How carrots can be chloroformed and how celery is very prone to fatigue were among the illustrations of the human-like emotions of plants demonstrated by Sir Jagadis Chandra Bose in a lecture in the Kingsway Hall.

Mr. G. Bernard Shaw was among the interested audience, which warmly applauded Sir Jagadis Bose's statement that experiments with plants eventually would supersede vivisection for the purpose of alleviating the sufferings of mankind.

HISTORY TOLD BY ARTISTS.

London, June 20.

The Premier, Mr. Stanley Baldwin, will unveil, on June 28, a series of eight panels at St. Stephen's Hall, Westminster, representing British history for over a thousand years, from Alfred the Great to the Anglo-Scottish Union.

India is the only representative of overseas history in the series, with W. Rothenstein's painting of Sir Thomas Roe's Embassy to the Court at Agra of the Great Mogul, Jehangir, in 1618.

400 BRITISH IN RUSSIA.

Rugby, June 22.

Mr. G. Locker-Lampson, replying to a parliamentary question to-day, said that there are approximately 400 British subjects in the whole of the Union of Soviet Socialist Republics, and that the British Acting Chargé d'Affaires, before leaving Moscow, received an assurance from M. Litvinov that British subjects remaining in Russia would not be interfered with.

NEW REGENT STREET.

London, June 23.

The new Regent Street, the reconstruction of which is almost completed, was informally opened to-day, when Their Majesties the King and Queen drove through the lavishly-decorated, crowded street en route to University College to inaugurate its centenary celebrations.

FRAUD CHARGES.

JOSEPH CONRAD'S SON IN COURT.

MONEYLENDERS' GRIP.

At the Marylebone Police Court Alfred Dorys Conrad, a son of the famous author, the late Joseph Conrad, was remanded on charges of fraudulent conversion of, or fraudulently obtaining, £1,100 from Mrs. Dorothy Bevan, £300 from John Armitage, with which he was to buy a motor car, and £200 from Mrs. Ruby Green for investment.

Evidence was given that Conrad was bankrupted in 1926. His liabilities amounted to £6,727 and assets to £9,000. This figure was reduced by £3,400, for copyrights and film rights under for father's will. Mrs. Bevan gave Conrad £4,000, with an order to purchase some of Joseph Conrad's manuscripts, which were allegedly for sale at £5,000.

Conrad later admitted that the money had gone to moneylenders. He made similar admissions regarding Armitage's £300.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainments.

July 9—Queen's Theatre; "Butterflies in the Rain."

July 9—World Theatre; "Night Life of New York."

July 9—Wilbur Players at Star Theatre, Kowloon present "The Whole Town Talking", 9.15 p.m.

July 9—Tea Dance Cafe Restaurant Parisien, 4.30 p.m.

July 9—Isako's Circus, New Reclamation ground, Wanchai, 9.15 p.m. Matinee: 4 p.m.

July 9—Second promenade concert, Lee Gardens, 9.30 p.m.

July 10—After dinner dance, Lee Gardens.

Lammert's Auction.

July 12—Household and Office furniture, Duddell St., 2.30 p.m.

Miscellaneous.

July 9—Launch picnic of the Theosophical Society, Launch leaves Queen's Pier, 4 p.m.

July 10—Wah Yan Old Boy's Union picnic, launch leaving Queen's Pier, 3.30 p.m.

July 10—Public Theosophical lecture by Mr. M. Manuk, 7, Duddell St., 11 a.m.

July 10—Social gathering in St. John's Cathedral Hall, 5 p.m.

Meetings.

July 11—Meeting of Sports Committee at Volunteer Headquarters, 6 p.m.

July 13—Extraordinary general meeting of H.K. Amusements Ltd., Queen's Theatre, noon.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

July 10, 1927.

4th Sunday After Trinity.

Holy Communion (8 a.m.) Choral.
Matins (11 a.m.)
Preacher: Rev. H. Copley Moyle.
Evensong (6 p.m.)
Preacher: Rev. W. R. Cannell.

A Social Gathering will be held in the Cathedral Hall After Evensong.

Music and Light Refreshments.

Thursday Holy Communion, 7.45 a.m.

Corporate Communion of the Women's Guild, 10.30 a.m.

FIRST CHURCH OF CHRIST SCIENTIST.

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.

Subject: "Sacrament."

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

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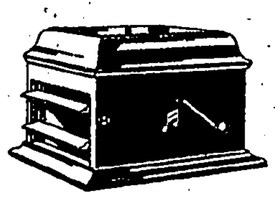

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Corona De Oro	25's
Corona Habana	25's
Half A Corona	25's
La Caliente	25's
Petit Duc	25's
Baronesas	50's
T. F. Miraflores	50's
Nedda	50's
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Adornos	50's
Derby Winner	50's
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MARRIAGES.

VOORHES—LOWRY.—On June 29, 1927, at Nagasaki, Japan, Rose Marie Lowry, of Shanghai, to William H. Voorhies, of New Orleans, Louisiana.

AGLEN—RITCHIE.—On July 2, 1927, Sir Francis Aglen to Miss A. M. Ritchie.

DEATH.

DEMMEL.—On July 3, 1927, at Shanghai, George Demmel, aged 41.

Hong Kong, Saturday, July 9, 1927.

A SATURDAY CAUSERIE.

After years of experiments by amateurs whose efforts have met with a measure of success but whose activities have been cramped by official restrictions, lack of funds and the exceptional difficulties to be overcome in transmitting entertainment locally, it appears that something definite is to be done at last in the way of providing opportunities for wireless reception of local broadcast concerts. The resuscitation of the local Radio Society a year ago was heralded with a flourish of trumpets. Radio enthusiasts, noting the growth of members, the securing of what were thought to be suitable premises and the institution of experimental transmission tests, saw the beginning of the long expected era of radio development which would put Hong Kong in line with other Far Eastern ports in the matter of broadcasting. But the Radio Society was not long in finding that the path of progress was beset with difficulties greater than had been anticipated. The Government laid down a attempower for transmission purposes which limited the scope considerably, and permitted only a wave length which, taken in conjunction with the limited apparatus available, acted still further to the difficulty. The room from which the transmission tests were made proved to be unsuitable unless considerable expense was incurred in making it sound-proof, and yet another handicap was the interruption consequent on its close proximity to the Post Office Radio department. Prospective purchasers of sets—and potential members of the Society—were influenced unfavourably by the formalities necessitated by new Government regulations in connection with the purchase of receiving sets. Finally, expensive valves were broken in carrying out experimental tests, and as the cost of renewing them and increasing the transmission power of the set to the requisite number of ameters was beyond the financial limits of the Society, the tests were dropped and for some months the Society was more or less moribund.

* * *

It would seem on the surface, then, that the legacy of the Y.M.C.A. Services Entertainment Committee, who are the sponsors of the new scheme, is by no means a happy one. But there are many encouraging factors, and not the least of these is that the new body is in a financial position superior to any the Radio Society could hope to have reached even after several years of working and with a growing membership. Not only have the Y.M.C.A. already a considerable sum for the initial outlay, but they have influential interests behind them. They have a site for the transmissions which is far removed from interference, and they have the promise of the Government that restrictions as to the power used will be lifted for their purposes. In the matter of entertainment, they have excellent talent to call upon in the voluntary contributors to the concerts previously arranged for the Services and the help has been assured of lecturers who are willing to speak on matters of special local interest. The present intention is to provide broadcast entertainment for military depots and hospitals and other centres at w Service men gather, but if u the new aegis and the more favable conditions now create e regular transmission of co ts is proved practicable, it m said in all confidence that th heme will not fall through w the inevitable return to n normal conditions and the d ure of the troops. The R Society is to co-operate in th w scheme and, with the ex- pce already gained and that ye come, it will soon be in a p on to overcome the difficul- which a short time ago th ened to overwhelm it.

* * *

v that the Atlantic has been cr d for the fourth time by n ane, the question naturally ar , when will a regular flying se be instituted? It must be rne in mind in this connec- ti however, that the Atlantic h een crossed only from West t ast, with the result that t has been a following wind o four occasions; also that the ts have all been made at the y best time of the year. en a service is run, it must be egular, every day affair, and ther conditions must not be nsidered. It is also obvious t it would be useless to run a vice across the Atlantic unless craft were capable of carrying paying load (at present the ma- ines are using up all their load- ting capacity in carrying etrol). Finally, there is the sk of a forced descent which, in e case of aeroplanes is practical- fatal. Seaplanes, to the lay- an's mind, appear to be the most bvious aircraft for such ven- ures, but the great drawback (according to the experts) is that seaplanes have less lifting capa- city—in a recent article on the subject, Mr. Alan Cobham, the famous British airman, said he doubted whether there was a single flying boat in existence that could get off the River Hud- on with nearly enough petrol on oard to reach Europe. The fore- oing difficulties then, must be eighed before anything in the ture of a reliable answer could given as to the possible date the inauguration of a regular ns-Atlantic flying service. But ilst there are serious difficul- ti there is ground, too, for ptimism as to an early solution in e light of the recent achieve- mts of aviators, not only in re- ga to the Atlantic, but in other spres of aerial travel present- ingests of endurance no less seve.

A FINE WINDOW DISPLAY.

hat may be regarded as the bes window display of men's wea in the city is that of Messrs. Whiteaway, Laidlaw & Co., in Des Vœux Road. Window dressing to-day is more of an art than ever before, and certainly Whiteaways must have some artists on their staff. Everything that man wats, whether it be shirts, collars, ties, handkerchiefs, flannel trousers, or belts, is displayed with taste and neatness. In one corner i a neat little card explaining the "three R's" from Whiteaways point of view—"Right prices, Reliable goods, Right treatment." As the numerous customers of Whiteaways know this motto is carried out both in the spirit and the letter—hence many folk can never be led astray when they visit this establishment. Whiteaways have the best dressed window in town.

A REGRETTABLE INCIDENT.

Says the "Straits Times": An unpleasant incident outside the Europe Hotel a few nights ago had a sequel in the Singapore District Court, when Captain Freyberg the Master Attendant, charged a European named Fenwick with assault and another, Hay Lewis, with trespass in Captain Freyberg's car. Both men pleaded guilty.

Fenwick was alleged to have seized Captain Freyberg by his rain coat as the latter came out of the hotel, and dragged him down. The allegation against Hay Lewis was that at the Marine Station he had caused considerable annoyance to Captain Freyberg by entering the latter's car and refusing to leave it.

Captain Freyberg intimated that he did not wish to press the charges in view of the apology that had been received.

Fenwick and Lewis were cautioned and discharged.

ROBBED OF $50?

SEQUEL TO POLICE CLERK'S PARTY.

COUNTER CHARGES.

Charged at the Kowloon Magistracy before Mr. W. Schofield yesterday with picking the pocket of a police clerk and stealing $50, a Chinese brought counter charges of assault against complainant and his two brothers.

Mr. L. D. Turner represented the three brothers and Mr. D. McCallum appeared for the original defendant.

Mr. Turner said that the complainant went to his mother on the evening of June 28 and told her that he desired to entertain some friends. He was given a $50 note. With a party of friends and his two brothers he went to dine at the Chung Kwong Restaurant. After the meal one of the friends insisted on paying for the dinner and the bill was not paid by the complainant as he had intended.

The party broke up and in the early hours of the following morning the three brothers were returning home when the complainant who was walking ahead of the other two brothers passed the defendant who, putting his hand into the complaint's breast pocket, extracted the $50 note. He was chased and caught hiding in the entrance of a staircase. The note was found in the defendant's hand.

He struggled violently and it was possible that certain amount of violence probably more than necessary was used by the brothers in holding the defendant.

Mr. Turner pointed out that summoness against his clients were not taken out until six days later.

The case was adjourned.

$150,000 LEFT.

YARN BROKER'S HONG KONG ESTATE.

BIG BEQUESTS TO JEWS.

Various grants to Jewish institutions are made in the will of Mr. J. S. Perry, yarn broker, late of Hong Kong, who died at Shanghai leaving property in Hong Kong to the value of $151,200.

On condition that within two years from his death a further sum of $150,000 shall be raised by contributions amongst the Jewish community of Shanghai for the purpose, deceased leaves $150,000 for the purpose of building a Jewish school in Shanghai.

Among other bequests is $10,000 to the Jewish Benevolent Society in Hong Kong and $20,000 to a Chinese woman, Ma Chuen, of 24 Elgin Street, Hong Kong. In the event of the woman pre-deceasing him the bequest would have gone to her daughter, known as Miss Rosie Perry, Mr. Perry's adopted daughter.

After personal bequests and the provision for an annuity during their lives of $3,600 each to his two sisters, deceased directs that the remainder of the estate be bequeathed to the Anglo-Jewish Society in London upon trust, to use at their discretion "in advancing the relief of poverty and distress amongst the poor in Palestine and Bagdad."

Probate of the will with five codicils has been granted to Mr. S. S. Perry, exchange broker, Prince's Buildings, and to Mr. E. Ezra of Messrs. David Sassoon Company Ltd., the executors. The Union Insurance Society of Canton, Ltd., and the official administrator have renounced probate.

WORLD MOTOR CYCLISTS.

Only three months behind the last two world-cycling pair, Captain G. H. Malins, O.B.E., F.R.G.S., and his companion arrived in Singapore, on their world motor-cycling tour. Both riders are on O.E.C. Temple machines. So far they have visited the following countries:—Holland, Belgium, Germany, Switzerland, France, Spain, Gibraltar, Malta, Egypt, Sinai, Palestine, Syria, Iraq, India and Burma. From Singapore they will proceed to the Dutch East Indies, Australia, New Zealand, America and back to England.

Both riders say that the Malayan roads are the best encountered since they left England.

Shell oil and fuel are being used and have stood the strong test well.

It will be recalled that Capt. Malins was one of the men who atempted a world flight, and came to grief in the Bay of Bengal. Mr. C. Oliver was the navigator of the far famed R.33.

The War Office announces the appointment of Colonel (Dr.) Bakhle, of the Indian Medical Service as Honorary Physician to the King, in succession to Colonel MacDonald (retired).

P'RAPS—P'RAPS NOT!

While struggling up a steep incline, the omnibus suddenly stopped and began to move backwards.

"Hi, Bill!' said the conductor, anxiously, "she's running away."

"I know," panted Bill, "but these darned brakes won't hold 'er!"

"What are we gonna do, then?" asked the conductor in consternation.

"I dunno," returned the driver, as he wrestled with the brakes. "Better change the destination boards."

* * *

The young father had been airing his views on domestic affairs to a married man a good few years his senior. The older man was getting rather bored until he thought it was time he said a few words.

"Speaking about houses and paint," he said, "I used to find that luminous paint very useful when my first kiddie was born."

The young "know-all" looked at him perplexed, and then said:—

"Luminous paint? What the dickens did you use that for"

"Why," said the old father, "we used it to paint the baby's face with so that we could give him his bottle without lighting the gas."

* * *

"A bird having perched on the finely adjusted float, a water-tank in the roof of the Miners' Welfare Hall, Thornley, County Durham, overflowed and drenched the dance band which was playing below."

History does not record whether the band got the bird or not.

* * *

"Are you used to large dinner parties?" asked the mistress.

"Yes, I can serve both ways, mum," replied the cook.

"Both ways?"

"Yes, mum. So they'll come again or so they'll stop away!"

* * *

Mrs. Henpeck (grousing): "You always were a fault-finder, John Henry!

Mr. Henpeck (meekly): "Yes, my dear; I found you."

* * *

"My Lord," said a witness, "you can believe my statement, for what I have said is absolutely correct. I have been wedded to truth since my childhood."

"Quite possible, replied the judge. "But what the Court wants to know is, how long you have been a widower?"

* * *

The proprietor of the local variety palace was complaining to the manager about the poor returns he was getting.

"I will tell you what it is," said he manager. "The people to-day take a lot of pleasing, and I am sure, sir, in my effort to make this place a success in securing the best talent I have left no stone unturned; but the only result so far, I am sorry to say, is that no turn has been left unstoned."

* * *

The professor had called upon a friend, and when he came out he was amazed to find that his car had gone.

"Did you take any precaution against the theft of your car before coming into the house?" inquired his friend, after a short search had revealed no sign of the missing car.

"Yes," said the professor, "I padlocked the wheel. I remember that quite distinctly."

"That's funny," replied the friend.

"Ah, now I think of it, it was the spare wheel," said the professor.

* * *

Not many know that Gilbert and Sullivan were responsible for one of the finest hymns in the English language, "Onward Christian Soldiers."—"New York Weekly."

* * *

"Then a voice fell on their eyes and a light laugh of amusement separated them as a sword might do."—Serial story.

* * *

"It was all used, and the remainder wrapped in a scrap of paper, placed in the bottom cupboard of a dresser and forgotten."—Home paper.

By one of those people who forget nothing.

* * *

"The bride's mother received the 200 guests in a golden brown velvet coat frock with panel of knife pleated crepe de Chine."—Durban paper.

It seems rather brutal to crowd 200 guests into one coat frock.

* * *

"So you haint spoken t' your wife fer three years? Why?" said Judge Pusey t' a husband, an' th' husband replied, "I didn't want t' interrupt her."—"Abe Martin" in "New York World."

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
ALIPORE	5,273	21st July	Straits & Bombay
MACEDONIA	11,120	23rd July	Marseilles & London
KALYAN	9,144	27th July	Marseilles, London, Antwerp & Hull
NYANZA	7,023	3rd Aug.	Straits & Bombay
KASHGAR	9,005	6th Aug.	Marseilles, London & Antwerp
RAWALPINDI	16,619	20th Aug.	Marseilles & London
DEVANHA	8,155	3rd Sept.	Marseilles, London & Antwerp
MOREA	10,953	17th Sept.	Marseilles & London
KHYBER	9,114	1st Oct.	Marseilles & London
MALWA	10,986	15th Oct.	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKLIWA	7,936	14th July	Singapore, Penang & Calcutta
TILAWA	10,006	22nd July	Singapore, Penang & Calcutta
SANTHIA	7,754	12th Aug.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
TANDA	6,956	2nd Sept.	
ST. ALBANS	4,500	20th Sept.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*NOVARA	6,983	12th July 6 a.m.	Shanghai, Moji, Kobe & Yokohama
TARA	6,322	14th July 7 a.m.	Amoy, Shanghai, Kobe & Osaka
SANTHIA	7,754	18th July	Moji, Kobe & Yokohama
RAWALPINDI	16,619	22nd July	Shanghai, Kobe & Yokohama
DEVANHA	8,155	5th Aug.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	19th Aug.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	Shanghai, Moji, Kobe & Yokohama

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF CHESTER"	Via Suez Canal	14th July.
S.S. "HELENUS"	Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD".	Via Suez Canal	14th Aug.
S.S. "MENTOR"	Via Suez Canal	28th Aug.
S.S. "CITY OF NORWICH"	Via Suez Canal	11th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE HANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

BRITISH OUTP

BOARD OF TRADE REI FOR 1924.

CONSTRUCTION AND REPS.

Shipbuilding is dealt with the sixth preliminary report is by the Board of Trade in regar the Third Census of Production 24), which has just made its ar ance.

The report states that thtal value of all work of constion and repair carried out in shi ding yards in Great Britain ing the year 1924 may be estim as £51,225,000. New constrnal work on steamers and motips of steel in 1924 was valt at £31,814,000, about one-si: of which (£5,008,000) was in ect of vessels wholly built withhat year.

For the United Kingdom a whole, the total value of sels completed and of other wc of construction and repair in 7 is estimated at approximately 37,-091,000, the corresponding ure for Great Britain only fotne year 1924 being, as stated ve. £51,225,000.

Value of Repair Work.

In the year 1924 the val of repair work carried out amted to £16,652,000, or about 3per cent. of the total value of all rk carried out in shipbuilding is, while in 1907 the value of ir work was returned as £8,370, about 25 per cent. of the estind total value of all work done int year.

The returns made for the r 1924 on schedules for the engin ing trades by shipbuilding fs who were also marine engins have been summarized separat. The total output of marine mac ery and other products shown these returns was as follows:—

Product Value.

Products, 1924. Total va.	Value of work done £
Marine machinery—	
Engines—	
Steam reciprocating .	2,303,0
Steam turbine	1,270,0
Internal combustion .	1,915,0
Boilers	1,061,0
Other marine machinery	545,0
All other products (including other machinery, iron and steel castings and forgings, etc.	3,240,00
Iron and steel structural work	4,000
Repairs and jobbing work	1,396,000
Work in progress at the end of the year	7,225,000
Total	18,959,000
Less work in progress at the beginning of the year	5,297,000
Total value of goods made and work done .	13,662,000

Output and Repair.

The form in which the statemer of output in 1924 has been obtair ed, though necessary for the sepa ate ascertainment of the produ tion of shipbuilding yards a marine works in the census ye renders difficult any comparison b tween output and exports. T ships and boats exported were co pleted ships and boats, and the c rent relation of exports to prodtion is, perhaps, seen best in e comparison of the tonnage expe ed with the tonnage launched.

The gross tonnage of vess launched in Great Britain d Northern Ireland in 1924 was alat 1,475,000 tons, including 11600 tons built in Northern Irish yas. The ships and boats exported in the year had an aggregate tonnage of 162,000 tons, or 11 per cent. of the recorded tonnage of vessels lauhed. In 1907, the vessels launed in Great Britain and Ireland had an aggregate gross tonnage of about 1,690,000 tons and the vsels exported were recorded as aggregating 576,000 tons gross, or 34 per cent. of the tonnage launed in the year.

So far as shipbuilding rds in Great Britain are concerd the value of the work done o ships not wholly constructed in 924 and of ships wholly constructe in 1924 was £34,573,000, while the value of the new ships and boats (hulls and fittings, machinery and bers) exported in 1924 was £5,523 00. The export figures relate to te United Kingdom as a whole, and herefore include ships, machinery and fittings made in Northern sh yards and works and exported

It would appear frm these figures that the exports from the United Kingdom represnted approximately 16 per cent. f the new construction, as distinct from repair work, done in Grea Britain. The proportion to the ips and machinery constructed in he United Kingdom as a whole was of course, less than this; the prise figure cannot be stated until he output data for Northern Irelnd can be made available.

Marine Machinery.

The marine machinery construct-ed in works in Great Britain in 1924 was valued at £7,04,000, and the machinery exported from the United Kingdom represented nearly a quarter of this sum.

The net imports of new ships and their machinery were valued at £102,000 in 1924, and at £21,000 in 1907.

The net output of the shipbuilding yards to which the first statement relates amounted to £22,222,-000, that sum representing the amount by which the total value of the work done (£51,225,000) exceeded the cost of materials used (£29,003,000). The net output per head of persons employed was £164 in 1924 and £98 in 1907. The net output of the marine engine works operated by shipbuilders in 1924 was £6,538,000, being the excess of the £13,662,000 shown in the last statement over the cost materials used (£6,512,000) and the value of work given out (£612,000). The net output per person employed in these marine works was £160.

MARINE INSURANCE.

LLOYD'S UNDERWRITERS' ASSOCIATION.

TIME BUSINESS.

At a meeting of members of Lloyd's Underwriters' Association held at Lloyd's, Mr. F. J. L. Fish, chairman of the Association made reference to the loss which the Association had sustained by the death of one of its oldest and most honoured members, Mr. Percy Janson. He was sure, he said, that all would like to associate themselves in recording an expression of sincere and profound regret at his passing in the prime of life. Mr. Janson was a gentleman par excellence. He was a natural-born underwriter, and one of the kindest and most generous of men. His death, in addition to being a great grief to his relatives and friends, was a great loss to Lloyd's. Mr. Janson was for several years chairman of Lloyd's Underwriters' Association, and latterly for several years was its honorary treasurer. Mr. Valentine had kindly stepped into the breach and undertaken the duties of honorary treasurer (Hear, hear.)

Scheldt Navigation.

Mr. Fish proceeded to give a review of some of the questions which had been dealt with by the committee of the Association during the last few months. He mentioned, among other matters, that an arrangement had been come to between British Underwriters and Dutch Underwriters, for the improvement of Time business in the respective markets, and that such arrangements were working satisfactorily for the benefit of all the Underwriters concerned. With regard to navigation in the River Scheldt, he stated that they had been in communication with various authorities, and it was understood that the International Union had taken up the question vigorously with the Belgian Government, who had appointed a Commission to investigate. He added that it would probably be a long time before steamers ceased to go ashore in large numbers, but something was being done.

Letters of Indemnity.

The had been, he said, long contentis business in relation to letters indemnity and clean bills of ladin and he was glad to say that they ad at last obtained concession rom the steamship companies whic would, he thought, very large meet the trouble. The Chaper of Shipping, together with the verpool Steam Ship Owners' Assiation, had recommended to the members (1) that agents at port of discharge and owners shou be informed of the acceptan of such indemnity, and (2) tha he shipowners should, on application, disclose to them the existence of such letters of indemnity should a claim arise. That was a real step in the right direction. On he subject of Institute Clauses for Builders' Risks, Underwriters were strongly urged to improve the conditions under which they insured construction risks. With reference to the large number of theft claims at Constantinople, Mr. Fish mentioned that in one case the thefts on the worked value of several shipments worked out at something like an average of 45 per cent.

Underwriters were further warned of the extra risk involved in regard to all shipments in Turkish waters by reason of the salvage operations in those waters being now almost a Turkish monopoly. Referring to the work of the Technical and Clauses Committee, which was now constituted a standing committee of representatives of Liverpool and London companies and Lloyd's Underwriters, he said the Committee continued to do a large amount of most useful work of which it seemed there would never be an end, and they were grateful to those members who gave so much valuable time to the matters dealt with.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Paul Lecat" are reminded by the Agent to send in their claims before July 14, or they will not be recognised.

AUSTRAL-CHINA NAVIGATION CO., LTD.

S.S. "CALULU"

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 9th July, 1927.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

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BRINGING CARGO from Marseilles, &c. also Cargo from Bordeaux ex s.s. "Ville d'Amiens."

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All claims must be sent in to me on or before THURSDAY, the 14th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 11th July, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.

Hong Kong, 5th July, 1927.

WARSHIPS IN PORT.

North Wall Basin, Wanderer; South Wall Basin, Aphis, Moorhen and Faulknor; East Wall Basin, Subs. L2, L3 and L19; West Wall Dock, Vindictive; In Dock, Wishart, Wild Swan and Marazion; Taikoo Dock, Foxglove; Buoy 8, Titania; Buoy 18, Ruthenia; Buoy 19, U.S.S. Helena; Buoy 25, Kharki; Foreign Men-o-War, U.S.S. Helena.

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PRESIDENT MADISON	Tuesday,	Aug. 2nd.
PRESIDENT JACKSON	Tuesday,	Aug. 16th.
PRESIDENT McKINLEY	Tuesday,	Aug. 30th.
PRESIDENT LINCOLN	Tuesday,	Sept. 13th.

Thereafter Fortnightly Sailings on Tuesdays.

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July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg	Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'hmptn	Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'hmptn	Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg	Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'hmptn	Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'hmptn	Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'hmptn	Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'hmptn	Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'hmptn	Oct. 21
Sept. 21	Seattle	Leviathan	Oct. 22	C'brg-S'hmptn	Oct. 28
Sept. 27	San Francisco	Olympic	Oct. 29	C'brg-S'hmptn	Nov. 4

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT	Wednesday,	July 13th 7 a.m.
PRESIDENT CLEVELAND	Wednesday,	July 27th.
PRESIDENT PIERCE	Wednesday,	Aug. 10th.
PRESIDENT TAFT	Wednesday,	Aug. 24th
PRESIDENT JEFFERSON	Wednesday,	Sept. 7th.

Thereafter Fortnightly Sailings on Wednesday.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES —GENOA—MARSEILLES,

Thence to BOSTON and NEW YORK.

PRESIDENT HAYES	Tuesday,	July 19th	6.00 a.m.
PRESIDENT POLK	Tuesday,	Aug. 2nd	8.00 a.m.
PRESIDENT ADAMS	Tuesday,	Aug. 16th	8.00 a.m.
PRESIDENT GARFIELD	Tuesday,	Aug. 30th	8.00 a.m.
PRESIDENT HARRISON	Tuesday,	Sept. 13th	6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT LINCOLN	July	11th	6.00 p.m.
PRESIDENT HAYES	July	19th	6.00 a.m.
PRESIDENT CLEVELAND	July	19th	6.00 p.m.
PRESIDENT MADISON	July	25th	6.00 p.m.
PRESIDENT POLK	Aug.	2nd	8.00 a.m.

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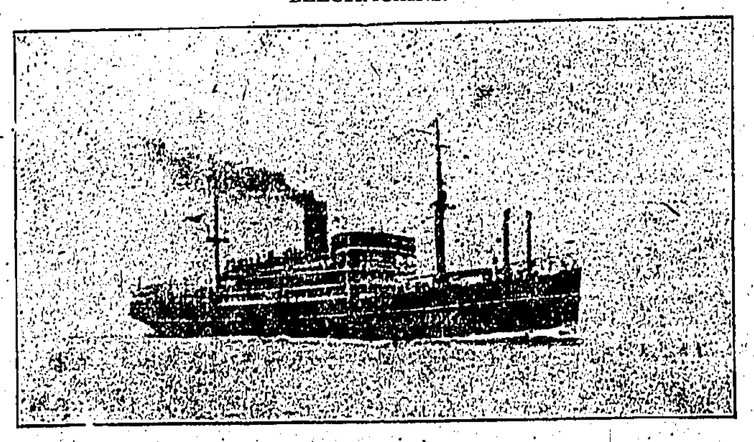

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M.V. "REMO" ..... Sails on/or about 21st July.
S.S. "FIUME-L" ..... Sails on/or about 18th August.
M.V. "ESQUILINO" ..... Sails on/or about 15th September

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "VIMINALE" ..... Sails on/or about 26th July.
M.V. "REMO" ..... Sails on/or about 23rd August.
S.S. "FIUME-L" ..... Sails on/or about 20th September.
M.V. "ESQUILINO" ..... Sails on/or about 18th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ..... Sails from Calcutta 31st July.
S.S. "UMSINGA" ..... Sails from Calcutta 3rd September.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

REDUCED RATES TO EUROPE VIA SAN FRANCISCO.
£120, £112, £110, £102, £83; G$440, G$420 via Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU (Calls Keelung) .... Tuesday, 12th July, at 6 a.m.
* SIBERIA MARU (Calls Keelung) ... Tuesday, 26th July, at 10 a.m.
TAIYO MARU ..... Tuesday, 9th August.
* Calls Los Angeles, omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
HAKOZAKI MARU ..... Saturday, 16th July, at 11 a.m.
HAKUSAN MARU ..... Saturday, 30th July, at 11 a.m.
KITANO MARU ..... Saturday, 13th August.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ..... Wednesday, 20th July, at 11 a.m.
MISHIMA MARU ..... Wednesday, 24th Aug., at 11 a.m.

BOMBAY via SINGAPORE & COLOMBO.
TAMBA MARU ..... Monday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
KAKUYO MARU ..... Monday, 11th July, at Noon.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU ..... Thursday, 11th August.

NEW YORK and/or BOSTON via PANAMA.
BENGAL MARU ..... Thursday, 21st July.
TATSUNO MARU ..... Wednesday, 10th August.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELAGOA MARU ..... Tuesday, 12th July.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
CEYLON MARU ..... Sunday, 10th July.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ..... Friday, 22nd July.

SHANGHAI, KOBE & YOKOHAMA.
HARUNA MARU ..... Monday, 11th July.
YAMAGATA MARU (Moji direct) .... Wednesday, 13th July.
MATSUMOTO MARU ..... Tuesday, 19th July.
TOYOHASHI MARU ..... Monday, 25th July.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:—
S.S. "YANG TSE" ..... 5th August.

s.s. "YALOU" due to arrive from DUNKIRK, LONDON, HAVRE about the 22nd July.

SERVICES CONTRACTUELS (Mail Service)

Steamers.		Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
SPHINX ...	A	20th May	—	19th July
PAUL LECAT ...	A	3rd June	—	2nd Aug.
AMAZONE ...	B	17th June	19th July	16th Aug.
CHENONCEAUX ...	A	1st July	2nd August	30th Aug.
ATHOS II ...	A	20th July	30th August	7th Sept.
D'ARTAGNAN ...	A	12th August	13th Sept	11th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A Class { 1st Class .. £99. 0s. 0d. D.Class { 1st Class .. £85. 0s. 0d.
2nd " .. £70. 0s. 0d. Steamers { 2nd " .. £61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
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Central 740. 2, Queen's Building.
RESIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.

CHINA COAST.

GAZETTE OF THE LATEST CHANGES.

Mr. O. T. Harrison, chief officer, "Anking," is on reserve.

Mr. A. H. Mills, chief officer, "Ninghai," has gone chief officer, "Anking."

Mr. W. D. MacLean, third officer, "Anking," is on reserve.

Mr. W. A. McDonald, chief officer, "Kweiyang," is on reserve.

Mr. R. J. Nunn, from Home leave, has gone chief officer, "Kweiyang."

Mr. A. H. Finnie, second officer, "Tungchow," has gone second officer, "Kwangtung."

Mr. F. J. Wilson, third engineer, "Suiyang," is on reserve.

Mr. A. B. Blair, from reserve, has gone third engineer, "Suiyang."

Mr. T. Curry has been appointed third engineer, "Ninghai."

Mr. J. W. Ridley, third engineer, "Ninghai," has gone third engineer, "Chusan."

Mr. H. M. Neilson, second officer, "Hinsang," has gone second officer, "Hopsang."

Mr. L. J. Stevenson, second officer "Hopsang," has gone second officer, "Hinsan."

Mr. L. St. J. Munby, from reserve, has gone third officer, "Hinsang."

Mr. H. T. Sawyer, sup'y second officer, "Siangwo," has gone second officer, "Pingwo."

Mr. J. R. Evans, second officer, "Pingwo," has gone second officer, "Waishing."

Mr. E. McNab, second engineer, "Siangwo," is on reserve.

Mr. I. Halkett, from reserve, has gone second engineer, "Siangwo."

Captain W. Brewer, of the "Hydrangea," has gone master, "Derwent."

Captain E. Jones, of the "Derwent," has gone master, "Ling Nam."

Mr. T. A. Goldenberg, second officer, "Pheumpenh," has gone second officer, "Haiching."

Mr. A. Aiken, second officer, "Haiching," is on reserve.

Mr. R. H. Wethrell, second officer, "Halvard," has gone master, same ship.

Captain T. H. Ball, from reserve, has gone master, "Hydrangea."

Mr. J. Robinson, chief officer, "Chung On," is on reserve.

Mr. A. N. Seatom has been appointed chief officer, "Wing Hung."
—"Shipping & Engineering."

AMERICAN AUSTRALIA ORIENT LINE.
Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES
S.S. "DEWEY" ..... July 12.
FOR HAIPHONG & MANILA
S.S. "WEST FARALON" July 9
For full information apply to—
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MOTOR NAVIGATION.

Remarkable Progress.

A striking illustration of the progress which has been made in the use of motorships since the end of the war is afforded by the statistics relating to vessels of that type which have passed through the Suez Canal between 1919 and 1926. The following table gives the number of individual ships, the total number of transits effected, and the total net tonnage:—

Year.	No. of ships.	Transits effected. No.	Net tonnage.
1919	23	77	347,000
1920	40	105	437,000
1921	44	110	496,000
1922	58	169	810,000
1923	65	194	898,000
1924	91	235	1,089,000
1925	118	324	1,720,000
1926	148	455	2,522,000

Thus motor navigation in 1926, as compared with that of 1925, shows an increase of 30 in the number of individual ships, of 131 in the number of transits, and of 802,000 tons in the total measurement. As during the same year the total traffic showed a reduction of 702,000 tons as compared with the figures of 1925, there was an actual reduction of 1,504,000 tons in the traffic of other than motor-driven craft.

Britain Leads.

In the following table the motor-driven traffic during the last five years is distributed according to the nationality of the vessels, making one transit or several:—

	1922.	1923.	1924.	1925.	1926.
British	22	22	38	52	65
Norwegian	2	6	9	10	21
German	4	5	7	13	18
Danish	18	19	21	18	14
Dutch	3	4	2	3	9
Swedish	7	6	7	11	9
Italian	—	1	—	4	5
American	2	1	3	3	4
Japanese	—	—	2	—	1
Spanish	—	—	1	1	1
French	—	—	—	1	1
Monegasque	—	1	—	—	—
Egyptian	—	—	1	1	—
Siamese	—	—	—	1	—

The two largest increases of last year were that of the English flag (13 ships) and that of the Norwegian (11 ships). The latter, from the fifth position which is occupied in 1925, has advanced to the second.

The number of motorships which made their first passage of the canal in 1926 was 59, as against 51 in 1925 and 39 in 1924. Among these new motor-driven vessels which made their first acquaintance with the canal last year were seven belonging to Messrs. A. Weir and Co., five to the Prince Line, and four to the Wilhelmsen firm (Norwegian).

It is noteworthy that the average net tonnage of the motor vessels using the Suez route is increasing. In 1919 it was 4,505 tons, but in 1926 it rose to 5,543 tons. Down to 1925 the largest vessel observed passing through the canal was still the "Limerick," of 7,627 tons net, but down to December 31, 1926, the largest was the Dutch passenger liner "Pieter Corneliszoon Hooft," of 11,810 tons. Every year motor-driven tankers are becoming more and more numerous; from five in 1922, their number has progressed to 12 in 1925 and 19 in 1926.

MARINE NOTICE.

HIGH ANGLE GUN PRACTICE.

On instructions from the Naval Authorities, the following Notice to Mariners, No. 39, has been issued by the Harbour Master, under date July 7:—

Information has been received that two-pounder high angle pom-pom firing may take place from Stonecutters Island on Monday, July 11 between 2 p.m. and 4 p.m.

The area contained between bearing 24 degrees from White Point and 26 degrees from the Western Peak of Stonecutters Island, for a distance of three miles, should be regarded as dangerous.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Benvrackie" from Middlesbro', Antwerp, London, Saits and Philippines, is due to arrive here to-day.

The C.P.S., R.M.S. "Empress of Russia" left Yokohama on July 1, and is due at Vancouver to-morrow.

The P. & O. s.s. "Novara" left Singapore for this port on July 7, at 5 p.m., with the outward mails, and is due here on July 11, at about 6 a.m.

The B. I. s.s. "Tara" left Singapore for this port on June 6, a.m., and is due here on July 12, p.m.

The C.P.S., R.M.S. "Empress of Canada" left Vancouver for Hong Kong via Japan ports and Shanghai, on June 30, is due here on July 8, and will leave for Manila on July 19, at 5 p.m.

The C.P.S., R.M.S. "Empress of Asia" (Capt. L. D. Douglas, R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama, at noon on July 13, and is due at Vancouver, B.C., on July 31.

The following vessels of the Compagnie des Messageries Maritimes are expected here:—
"Amazone," July 19.
"Yalou," July 22.
"Chenonceaux," August 2.
"Athos II," August 30.
"D'Artagnan," September 13.

CONSIGNEES.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S "DANMARK"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 16th of July, 1927, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 14th of July, 1927, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 19th of July, 1927 or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,
Agents.
Hong Kong, 9th July, 1927.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.
SAILINGS 1927.

STEAMERS	H'Kong Leave	S'hai Leave	Kobe Leave	Y'hama Leave	V'ver Arrive
EMPRESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPRESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai).

SPECIAL FARES TO EUROPE
£120 £112 £83

HONG HONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
July 19	July 21	EMPRESS OF CANADA	July 30	Aug. 1
Aug. 9	Aug. 11	EMPRESS OF RUSSIA	Aug. 20	Aug. 22

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

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Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP.—Via Singapore, Colombo, Suez and Port Said.
ALTAI MARU ..... Sunday, 10th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MANILA MARU ..... Thursday, 14th July.
BOMBAY—Via Singapore and Colombo.
SUMATRA MARU (Calls at Penang) Tuesday, 19th July.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
CANADA MARU ..... Sunday, 31st July.
TIENTSIN
KINZAN MARU ..... Saturday, 11th July.
CALCUTTA—Via Singapore and Rangoon.
SEATTLE MARU ..... Monday, 25th July.
BANGKOK—Via Saigon.
*TACOMA MARU ..... Thursday, 14th July.
*(Calling at Saigon only).
SEKKOW MARU ..... Thursday, 28th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.
ALARAMA MARU (From Shanghai) Wednesday, 20th July.
HAIPHONG—Via HOIHOW & PAKHOI.
TAIKWA MARU ..... Tuesday, 19th July.
NEW YORK—Via Japan ports, San Francisco and Panama.
HAVANA MARU ..... (from Kobe) Sunday, 24th July.
JAPAN PORTS
INDO MARU ..... Thursday, 14th July.
AMAZON MARU ..... Saturday, 16th July.
CELEBES MARU ..... Sunday, 24th July.
KEELUNG Via SWATOW & AMOY.
KAIJO MARU ..... Sunday, 10th July, 11 a.m.
HOZAN MARU ..... Sunday, 17th July, 11 a.m.
TAKAO Via SWATOW & AMOY.
DELI MARU ..... Thursday, 28th July.
TAKAO DIRECT
BATAVIA MARU ..... Thursday, 28th July.
TAKAO
DAIREN

For further particulars please apply to:—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

BANK LINE LTD.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF GLASGOW" .....Havre, L'don, R'dam, H'burg ..... 3rd August.
S.S. "KABINGA" .....Havre, L'don, R'dam, H'burg ..... 18th August.
AUSTRALIA ..... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF CHESTER" ..... via Suez Canal ..... 14th July.
S.S. "CITY OF BEDFORD" ..... via Suez Canal ..... 14th Aug.
S.S. "CITY of NORWICH" ..... via Suez Canal ..... 11th Sept.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ..... via Suez Canal ..... 16th July.
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ..... From Hong Kong ..... 5th August.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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S.S. "FUH TAI"

Will be despatched for
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on July 14th at 3 a.m.

For Freight and passage, please apply to:—
W. WATT & COMPANY,
Agents.
27, Connaught Road West, Second Floor Phone C.4968.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "MALAYA"
will be loading for Marseilles, Rotterdam, Hamburg and other Scandinavian Ports on or about July 20.

Further sailings:—	Expected on or about:—	Will leave homeward-bound on or about:—
M.S. "DANMARK"	10th July	.....
M.S. "JAVA"	2nd August	.....
M.S. "ASIA"	5th September	.....
M.S. "AFRIKA"	5th October	.....

Subject to change without notice.

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ON
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A Quantity of
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Comprising:—
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AND
1 Underwood Typewriter.
1 Royal Typewriter.
1 Herring Hall Marvin Safe.
1 Cabinet Victrola.
Catalogues will be issued.
On View from Monday, the 11th July, 1927.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 8th July, 1927.

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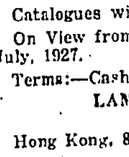

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NOTICES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on MONDAY, the 25th July, 1927, at 11 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th July to 8th August, 1927, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hong Kong, 24th June, 1927.

HOME TUITION.

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C.2560—No. 38, Tung Man Street.

BOON OF SON.

INVENTOR OF COMMUITY SINGING.

THE SON OF A BUTCHR.

While the land resounds with community singing, it is almost forgotten that it is no new thing, writes Anthony Clyne in the Evening Express." Dr. Joseph Ainzer wrote "Singing for the Nlion" eighty-five years ago, and b great enthusiasm and skill in organisation launched a community nging movement—though it was notalled by that name—which made markable headway through the cntry.

The movement did a great al of good in enlightening hosts o working-class people as to the plesures of music, and it gave a migly impulse to choral singing in Eland and Scotland.

Born at Treves in 1801, a German nationality and Jewish dcent, he was the son of a butcher His musical gifts manifested themelves in childhood. He learned to play the piano, violin, and severalwind instruments, and at twelve could read at sight the most dficult music.

Already he was very fon of choral singing, and would gther his schoolmates around him tsing choruses. He became a minin engineer, and, in the dark galleris of the mines of the Saarbruck muntains, led the workmen in sining to relieve the monotony of to in the gloom. His constitution ave way under the hard labour unerground, and he returned hom to study for the Church.

His ambition, however, turnd to music. During a tour of the msical centres of Germany and Ily, he introduced everywhere his lea of large-scale choral singing. Wen he left Rome, Thorwaldsen, he sculptor, invited him to a farewell fete, and in the ruined Coliseum, in the moonlight, a concourse sng a succession of choruses with inpressive effect.

Singing Classes.

Back at home, Mainzer becane a teacher of music publishing hs first instruction book, the "Singschule," adopted in the schook throughout Germany, and rewarde by the King of Prussia with a gol medal. In 1833 he settled in Paris soon making a reputation as a vesatile composer and shrewd critic.

Then he started his singing classes for working men. In a short time his followers numbered over three thousand.

At that time France was in a state of suppressed revolution, and a band of three thousand artisans excited alarm. The authorities could not credit that singing was the sole purpose of these huge meetings. Dark political designs must lurk beneath. The police gave orders that the gatherings must cease. Mainzer, convinced of his special mission, transferred his energies to Britain.

He arrived in June, 1841, without knowing more than a few words of the language, without introductions, practically unknown. Within a year he had thousands of supporters. He immediately started classes in London and the chief towns. At first his wife, who knew some English, used to go with him to his classes to prompt him, but he quickly mastered the language.

20,000 Singers.

The success of his classes was amazing. Two months after his arrival he issued "The National Singing Circular," which appeared regularly until in July, 1842, he started a fortnightly journal, "Mainzer's Musical Times." There were then 2,,000 regular members of his classes, and more than ten times that number of copies of "Singing for the Million" had been sold.

He began in temperance halls and workman's institutes, and soon he was hiring the largest theatres. The membership fee was sixpence a month in London and fourpence elsewhere for weekly lessons. In some places enormous crowds were attracted. In Bristol, for example 2,000 fought for entrance at the doors.

There was an immense open-air fete at the Royal Gardens, Brighton. The workers of Tyneside and the Midlands, Lancashire and Yorkshire flocked to his meetings.

Wonderful Skill.

The success of the movement was due to the personal qualities of Mainzer, not to his system which, indeed, had serious defects and could not survive in competition with the Tonic Sol-fa system, shortly afterwards put forward by John Curwen.

But Mainzer had intense enthusiasm and the power of communicating it to others. He had wonderful skill as a teacher, with a natural mastery of large gatherings. He kept the attention of classes of children through a course of lessons including difficult exercises. He had also a talent for organising his crusade. Such gatherings as tea-parties and picnics were brought into his scheme, and there were free lessons in charitable institutions. He advocated singing classes in orphanages and workhouses, prisons and asylums, as well as in the Army and Navy.

He died in 1851 in the full tide of the movement he had initiated.

POLAR CAKE
ITS QUALITY THAT COUNTS

MARK LANE.

(*Continued from Page 2.*)

"They aren't needed so much. You can get a certificate guaranteeing that you will get a certain quality. You buy by the name Canadian wheat, for instance, is all graded. If you buy Number One Northern you get a Government inspector's report telling you that the grain is what it calls itself. You can rely on that."

How Work is Done.

Then my informant drifts one way and I drift another. The whole place is like that, full of groups which continually change. Most of those who compose them seem merely to be chatting in a desultory way. Some perhaps are. But, if you take notice, you see a lot of business being done. Notebooks are in hand all the time.

After a conversation about this that, and the other, a buyer will say in a low tone, "What can you sell me these oats at?" He has been fingering them, as he talked; letting them run through his fingers, pinching them between first finger and thumb. A price is named. Entries are made in the notebooks. So the day's work gets itself done.

There are many in the place who do not deal in grain. Here is a man looking for insurance business. That one is a wharfinger who will undertake to land cargoes from ship in the Thames. Over there is a shipper ready to sell cargo space.

And beside him is the agent of a firm which makes sacks and bags from jute. He will sell you anything in this line, from a neat little sample holder to wheat containers which two men can hardly lift.

"Brewers use to come here." Mr. Addington, secretary of the Corn Exchange, tells me "and whisky distillers, too, buy the grains that yield malt. But now the maltsters go to them, so they are seldom seen in the Exchange." Maize, by the way, is largely used in distilleries now as well as barley. John Barleycorn has no longer undisputed sovereignty.

Everyone knows the name of Mark-lane. The sound of it has gone out into all lands. And most people have a vague idea that it has "something to do with flour." You can only realise after you have visited the Corn Exchange how Mark-lane links the farm lands of Britain, the prairies of Canada, the whitlands of Australia, and the Argentine and Eastern Europe to your breakfast table and your tea table; to the bread you eat and the porridge; to the milk and the butter and the eggs, since cattle and poultry foods are so largely dealt in here as well as the grain that nourishes us.

Here in this dingy neighbourhood near the Tower of London, the produce of countless farms, far and near, is handled. Upon Mark-lane one can see great ships converging from the many parts of the globe. It is pleasant to think that our staple food is dealt in by men as typical of what is, on the whole, the finest English strain.

STARTLING PREDICTION.

CAN SCIENTISTS CREATE HUMAN LIFE?

London, June 12:—"I regard it as probable, almost inevitable, that life will some day be created by biologists in laboratories," declared Sir Oliver Lodge, the well-known scientist, in a remarkable address delivered before the Oxford Psychological Society.

"The idea is not repugnant to religion which must rather welcome it as showing the amount of thought necessary to produce any imitation of what already exists. We mustn't be afraid of scientific progress.

"A Molten Mass."

"The earth was once a molten mass in which life was impossible, yet life was somehow and at some time developed therefrom. What has happened in the past may be understood humanly and managed in the future.

"Many might fear such a conclusion believing that such a self-acting mechanism would remove from the universe the need for a planning Creative Mind.

Groundless Fears.

"Such fears are groundless, because a chemist making such a vitalised protoplasm is not himself a self-acting machine and cannot create life unless he himself is full of knowledge.

"Life, therefore, still cannot be created without antecedent life."

New Worlds.

Sir Oliver Lodge concluded by vividly picturing the creation of new worlds in which glowing gases were firstly liquified and gradually cooled down and solidified until they were localised and individual particles of matter became capable of receiving and incorporating some of the general mind of which ether must be full.

Gradually, through age long stages the particles developed until the reign of individual consciousness began, culminating in man.

"I believe ether is the physical concomitant of the Supreme Mind of which we are only conscious of an infinitesimal fraction.

TO THE MOON.

AUSTRIAN INVENTOR PAVES WAY.

USING ROCKET SHIP.

What may prove to be the preliminaries of a voyage to the moon — that dream-journey of Cyrano de Bergerac and H. G. Wells, and, if reports are to be believed, of latter-day scientists who are now taking the project seriously — can be visualised in the rocket-ship conceived by a young Austrian aviator-astronomer, Herr Max Vallier.

The first step in this conquest of space, according to him, is a way of travelling from one part of the earth to another above the air, at a height of about 200 miles, instead of through it. At such a height the pull of gravity will be overcome, and this fact, added to negligible resistance, will enable speeds of 500 miles an hour to be attained easily. But a machine must be built that will be quite independent of the air—or rather the lack of air—a development of Professor Parseval's "propeller ship."

The rocket-ship is Herr Valliers' solution to the problem. In it rockets built into the wings of the machine will form the system of propulsion, a special form of high explosive being used. Steering in space would be done by a universal-jointed gyroscope attachment; the passengers would be in hermetically-sealed chambers artificially ventilated and heated. According to reports, the difficulties have been theoretically overcome, and a special fuel is now being tested.

The first step, which Herr Vallier hopes to take this summer, will be to try a flight with an ordinary aeroplane, the wings of which are fitted with the rocket system. If the experiment is successful, it is hoped that progress will be made towards a machine that is practically a rocket in itself. And so to the moon!

HARMFUL DANCING.

DOCTOR'S WARNING OF STUFFY BALLROOMS.

Bedroom exercises first thing in the morning and ballroom dancing were both condemned by Dr. Adolphe Abrahams, brother of the Olympic runner H.M. Abrahams and himself an athlete, in a lecture on health and exercise given at Caxton Hall in connection with Westminster Hospital Week. Dr. Abrahams said:

Old-time dancing on village greens, Irish jigs, Highland flings, and reels were to be commended, but the ballroom dancing of to-day, with its minimum of movement in crowded rooms and a bad atmosphere, is obviously unwise. It is no more than pleasant recreation.

Walking is commendable for its simplicity and inexpensiveness. Golf has a very high psychological value, probably arising from the variety of movements and the fluctuations of fortune.

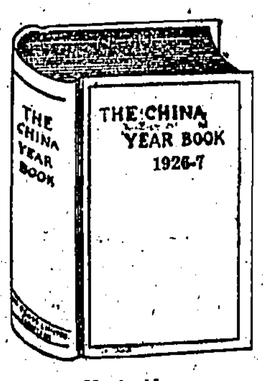
Boat-racing is the most severe of all forms of violent exercise. Rowing is of value because it exercises a massaging influence on the abdominal muscles.

Physical jerks are frequently practised indoors, where the absence of ventilation, sunlight, and contact of circulating air with the skin are serious disadvantages.

Violent exercise should not be undertaken for at least two hours after waking.

Dr. Abrahams deplored the modern craze among girls for competitive efforts on the athletic track and football field.

For facts and figures concerning the trade and commerce of China
Consult



Obtainable at
KELLY & WALSH, LTD.,
HONG KONG
PRICE $15.00.

"CHINA MAIL" CROSS-WORD PUZZLE.

[SECOND SERIES.]

NO. 10—$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of $50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the $50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.

To "China Mail" Cross-Words,"
c/o "China Mail" Offices,
No. 5, Wyndham Street, Hong Kong.

DEAR SIRS,

I agree to abide by your rules, and I enclose.....

for .....solution (s) which are attached.

Name .....

Address .....

.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, JULY 11.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

1. Floating.
6. To draw over.
11. Inside.
12. Penetrated.
14. U. T. E. (Actual).
15. Doctor (abb.)
16. To look steadfastly.
17. Perform.
18. King (French).
19. Prolongs.
20. To oppose.
22. Girl's name.
24. Provided that.
26. Positive.
27. Alternative.
28. Snares.
30. A projecting wharf or landing place.
32. Rested.
33. Interiors.
35. Towards.
38. A virginal.
40. To make brown.
41. Bear.
43. Corded fabric.
44. To entangle.
45. Heedless.
47. Conformable to fact.
50. Despatch.
52. The right which the eldest coparcener of lands has to make the first choice in dividing a joint inheritance, on the ground of age.
55. Exclamation.
56. A destructive fall.
58. A contraction of "ald" or "alt."
60. Chinese musical instrument.
62. Prefix meaning before.
63. A defect.
64. Printers measure.
65. Ancient name of a gum.
66. R. I. A. (Actual).
68. Personal pronoun.
69. To jerk.
70. A chamber fellow.
71. Bloodsucking flies.

Down.

1. Salt formed by the union of nitric acid with a base.
2. Indefinite article.
3. Capable.
4. A corner.
5. Volcanic earth or sand rock.
6. Alleged force producing mesmerism.
7. Guidance.
8. Outer.
9. Religious denomination (abb.)
10. A prickly plant or shrub.
13. And (French).
15. Act.
16. A man of a particular turn of mind.
17. Away.
18. R. D. (Actual).
21. Promontory.
23. Word of denial.
25. To suppose.
27. The aromatic principle.
29. To steep in liquor.
31. Not apt or fit.
34. Ascended.
36. Merely.
37. To dash violently to pieces.
38. To sanctify.
39. Anger.
40. A soft magnesian mineral.
41. We.
42. A chairman.
46. N. D. (Actual).
48. Remainder.
49. To forerun.
51. Impetuous.
53. Pertaining to elves.
54. Vessel used only for racing, pleasure trips, etc.
55. Eagle's nest.
57. Two toed sloth.
59. Dregs.
61. Writing fluid.
65. A. C. (Actual).
67. I. G. (Actual).

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $13,500,000

Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONGKONG.

COURT OF DIRECTORS:—
Hon. Mr. D. G. M. Bernard, Chairman.
A. H. Compton, Esq., Deputy Chairman.
W. H. Bell, Esq. — W. L. Pattenden, Esq.
N. S. Brown Esq. — T. G. Weall, Esq.
A. Macgowan, Esq. — H. P. White, Esq.

Acting Chief Manager, Hon. Mr. A. G. Hynes.

BRANCHES:—

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BANGKOK	LYONS
BATAVIA	MALACCA
BOMBAY	MANILA
CALCUTTA	MOUKDEN
CANTON	NAGASAKI
CHEFOO	NEW YORK
COLOMBO	PEKING
DAIREN	PENANG
FOOCHOW	RANGOON
HAIPHONG	SAIGON
HAMBURG	SAN FRANCISCO
HANKOW	SHANGHAI
HARBIN	SINGAPORE
HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 25th May, 1927.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. Hynes, Acting Chief Manager

Hongkong, 9th March, 1927.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussman, Paris.

Subscribed Capital ...Frs.72,000,000.00
Paid-Up Capital Frs.68,400,000.00
Reserve Fund Frs.89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Dijbouti	Noumea	Tientsin
Fort-Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfu
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM, Manager.
Hong Kong, 26th February, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

BANKERS

Established 1824.

Hong Kong Office:—11 Queen's Road Central

Authorised Capital ..... Guilders 150,000,000 (£12,500,000)
Paid-Up Capital ..... Guilders 80,000,000 (£6,666,670)
Reserve Fund ..... Guilders 21,117,340 (£1,759,778)
Special Reserve ..... Guilders 22,560,000 (£1,884,339)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djeddah, Djember, Djokjakarta, The Hague*), Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*), Samarang*), Shanghai, Sibolga (Sumatra), Soerabaja, Soerakarta (Solo), Togal, Tjilatjap and Weltevreden.*)

*) These offices have safe deposit boxes to let.
London Bankers:—National Provincial Bank Ltd.

Correspondents all over the world
Banking business of every description transacted.

O. STEENSTRA, Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve fund ..... Yen 92,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria.	Newchwang.
Batavia.	New York.
Bombay.	Osaka.
Buenos Ayres.	Peking.
Calcutta.	Rangoon.
Canton.	Rio de Janeiro.
Changchun.	Saigon.
Dairen (Dalny).	San Francisco.
Fengtien (Mukden).	Seattle.
Hamburg.	Semarang.
Hankow.	Shanghai.
Harbin.	Shimonoseki.
Hong Kong.	Singapore.
Honolulu.	Soerabaya.
Kai Yuen.	Sydney.
Karachi.	Tientsin.
Kobe.	Tokyo.
London.	Tsinanfu.
Los Angeles.	Tsingtau.
Lyons.	Vladivostok.
Manila.	(Temporarily closed).
Nagasaki.	

...t allowed on Current Accounts.
...s received for fixed periods at ...e obtained on application.

H. MORI, Manager.
...ng, 11th March, 1927.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONG KONG.
10, Des Vœux Road Central, Hong Kong

Authorised Capital $10,000,000
Paid-Up Capital 5,000,000
Reserve 1,200,000

BRANCHES AND AGENCIES:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taineh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.

KAN TONG PO, Chief Manager.
Hong Kong, 21st March, 1927.

中法工商銀行

BANQUE FRANCO-CHINOISE pour le Commerce et L'Industrie

(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital fully paid up Frs.40,000,000
Special working capital ..Frs.50,000,000
Reserves Frs.13,276,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
	Hongkong	Pnon Penh

BANKERS:
FRANCE:—Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
LONDON:—Midland Bank Ltd.
NEW YORK:—Irving Bank Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A. ROLLIN, Manager.
Hong Kong, 21st April, 1927.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Chater, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR (Malay States)	MADRAS
AMRITSAR	MANILA
BANGKOK	MEDAN
BATAVIA	NEW YORK
BOMBAY	PEKING
CALCUTTA	PENANG
CANTON	PESHAWAR
CAWNPORE	PUKET
CEBU	RANGOON
COLOMBO	SAIGON
DELHI	SEMARANG
HAIPHONG	SERREMBAN
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HONG KONG	SOURABAYA
ILOILO	TAIPING (F.M.S.)
IPOH	TAVOY
KARACHI	TIENTSIN
KLANG	TOKYO
KOBE	TSINGTAO
KUALA KANGSAR Perak, (F.M.S.)	YOKOHAMA
KUALA LUMPUR	ZAMBOANGA (Philippine Islands)
KUCHING	

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

J. R. GEORGE, Manager.
Hong Kong, 7th March, 1927.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed .....Yen 45,000,000
Capital (Paid-up) .....Yen 39,375,000

HEAD OFFICE:—Taipeh, Formosa.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on Application.

T. TAKAGI, Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 7th May, 1926.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorised Capital (H.K. Currency)... $1,000,000
Paid Up Capital 5,664,200
Reserve Fund 850,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

LONDON BANKERS:—
The Lloyd's Bank Limited.

CORRESPONDENTS:
In all principal cities of the World.

Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $6 to $60.

LOOK POONG SHAN, Chief Manager.
Hong Kong, 19th February, 1927.

COMMERCE AND FINANCE.

LOCAL SHARES.

FLUCTUATIONS DURING THE WEEK.

LITTLE MOVEMENT.

Messrs. Moxon and Taylor's weekly share report dated July 8 states:—

Another quiet week has succeeded the past and with the exception of a steady demand for Investment Stocks there has been but little movement in our market.

The Shanghai market is quiet. The following are the principal alterations since last week:—

Banks:—Are steady and after sales at $1,070/75 still have buyers at the former price.

Unions:—Changed hands at $279 and there is no pressure to sell further though this price would still be paid.

Steamboats and Star Ferries:—Continue neglected.

Douglases: — Are firm with buyers but no sellers at $31½.

Waterboats:—Have buyers at $16.30 without attracting sellers.

Hong Kong Lands:—$55¼ was freely offered throughout the week but holders are asking more and they close nominal at this rate.

Hong Kong Trams:—Have buyers at $20.55 but sellers are holding out for rather more.

Cements:—Are weaker with sellers but no buyers at quotations.

China Lights:—Are meeting with no demand at present.

China Providents:—Would be readily taken up at $4½ but more would have to be paid to obtain shares.

Electrics:—Are rather firmer with buyers at $52 but there is no disposition to sell at the price.

Wharves:—Are steady, some business having been done at $108 at which price there are still buyers.

London Quotations of the 6th inst.:—Banks £115; Indos Deferred £5; Shells £4 12s. 6d. all middle prices.

Exchange:—The demand selling rate on London is 1/11.15/16; and the T./T. on Shanghai is Tls. 781¼.

The next Settlement Day is Tuesday, July 26

RAW SILK DUTIES.

London, July 8.

The House of Commons, on the Committee stage of the Finance Bill, negatived without a division a new clause moved by the Conservative member, Mr. J. R. Remer repealing, from August 31, the duties on raw silk.—Reuter.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London, E. C. 3.

Authorised Capital £3,000,000
Subscribed Capital 1,800,000
Paid-up Capital 1,050,000
Reserve Fund and rest .. 1,545,667

BANKERS:
The Bank of England & Midland Bank, Ltd.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Kuantan(Pahang)	Shanghai
Bombay	Howrah	Madras	Simla
Calcutta	Kandy	New York	Singapore
Colombo	Karachi	Penang	Sourabaya
Delhi	Kota Bhara	Port Louis (Mauritius)	

HONGKONG BRANCH.

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INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. C. SANGES, Manager.

7, Queen's Road Central, Hongkong, June 16, 1926

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中國銀行

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Paid-up Capital 18,278,800.00
Reserve Fund 9,629,425.24

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Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

SHOU J. CHEN, Manager.

CRAFT PRIDE.

VALUE OF "BRITISH MADE" SLOGAN.

THE LONDON FAIR.

Many sound reasons could b advanced for supporting the Britis Industries Fair, which opens i London and Birmingham, states th Hon. E. A. St. Aubyn Harney, K.C. M.P.

One is that buyers, from not onl the Dominions but also Americ and many European countries, hav accepted invitations to attend, an their orders will be a tonic fo British Industries just recoverin from last year's unrest.

Again, a leaflet describing manufactured article is not altogether successful as an advertisement from the point of view o either buyer or seller. The buyer may be misled, while the manufacturer may be misunderstood. The United States Overseas Depart ment have long realised this and have a special organisation for distributing samples, but the Fair wil enable British manufacturers to go one step further and show, not only samples but the actual goods they export.

Buyers will have no fear of being put off with shoddy goods, for although a shabby article may be sold by a plausible advertisement through the post, it will not bear the scrutiny of a thousand pairs of expert eyes for three weeks. This is, I need hardly say, all to the good, for the manufacturer whoexports shoddy goods under the description "British Made" is endangering not only his own reputation but also that of the British craftman. To sell such goods to the Dominions is treachery.

Skill of British Workmen.

Quite apart from the direct economic results of the fair, it will be of incalculable value as a gigantic advertisement for the skill of the British workman. Experts from all parts of the world are going to examine examples of his work and they will realise that the words "British Made" have not become a hallmark of excellence without good reason.

Craft pride in Britain is not nearly as uncommon as some would have us believe. The British workman is still very proud to see the articles he has made exhibited, and it is only right that he should be given credit when it is due. In others the spirit of craft pride is dormant only because it has never been encouraged.

In the days before the industrial revolution every worker—whether he was humble cobbler or Royal robe maker—took a personal pride in the articles he made. In a mechanical age there is danger of this spirit dying, for machinery and personal craftsmanship seem incompatible. I say "seem," for the machine has yet to be invented that has no human factor. The human factor is usually spoken of as if it were an unfortunate necessity, but actually it is this which gives an article its tone—almost its personality.

Mark of a Good Article.

Manufacturers in other countries can use the same machinery as we do—but they cannot produce articles of the same quality. "British Made" has not become the mark of a good article because of our methods of manufacture, but because of the painstaking care and pride of our craftsmen. The Fair is a unique opportunity for anyone interested to examine the finest workmanship of Britain.

I hope that manufacturers will take at least some of their foremen to the Fair so that they may see what other firms are doing. Healthy rivalry is a zest for work —how many men are making their allotments and gardens do wonders so that they shall not be outshone by their next-door neighbours? The employee should be as interested as his employer in reducing goods of a high standard, and, moreover, is often able to suggest valuable changes in detail which the manufacturer, thinking of broader questions, has missed.

The Empire's Market Place.

It is a pity that there will be no goods on sale to the public, for although the Fair is not a second Wembley, the opportunity could be used for introducing new British-made articles to the general public. There is no business like the business done now. A housewife visiting the Fair may make a mental note to the effect that she can now buy such and such an article "Made in Britain," but the probability is that when next she comes to buy that article, the note will be forgotten. In spite of this, it is to be hoped that the Fair will be popular, for it is, after all, the Empire's Market Place.

Quite apart from the question of craft pride, the interest of the workman—I use the word in its broadest sense—in the Fair is very closely allied to that of the manufacturer. Through the Fair we may be able to recover our position as a great exporting country, and increased exports mean less unemployment, lower taxation and a higher standard of comfort all round.

MARK LANE.

LINKING ENGLAND WITH EMPIRE.

MEN OF FINEST STRAIN.

If a stranger in London were to ask me where he could find the best collection of truly English types of countenance I should take him to the Corn Exchange in Mark-lane.

Here, in the heart of the City, says a writer in "The Star," in a region where cosmopolitans abound, where all languages are to be heard, you may any day see a large collection of men who could not be taken for anything but English.

They don't look like City men. They are countryside types. Here is one jovial, roundfaced, inclined to stoutness. There is one sparely built, keen eyed, with long, brown jaws and limbs loosely hung. Look around the throng: you find these faces and figures repeated over and over again.

You can easily imagine such men on horseback, following the hounds or riding round the meadows at hay harvest. You can picture them eating hearty breakfasts and enjoying tankards of ale with their dinner and going to church on Sundays and sitting on rural councils. You feel that they represent a character which has changed little through the centuries since Norman and Saxon and Dane (with a dash of Celt thrown in) were fused to form an English race.

Townsmen though they be, they are, most of them, sons or grandsons of the soil. Buying and selling are their occupation, but the grain they buy and sell keeps them near the soil still, it would seem.

Samples in Bags.

Some in this large, light, glass-roofed hall, supported by gleaming grey granite pillars are actually farmers. Look at that one with a big, an immense "buttonhole" though after a while I notice that a good many wear flowers in their coats, proudly, as if to say "See what I can do in the gardening line."

The farmers have come up to see how prices range or to buy cattle food rather than to sell. Few of them offer their produce here. Some have their wheat crops purchased by big milling firms. Others sell to local dealers; it is the dealers who exhibit samples here.

See, they have them set out on the shelves and tables which divide the Exchange into several aisles. Wheat and oats and barely in little bags; maize in all sorts of preparations; and mixed with these tropical beans and palm kernels, oil seeds, pea and monkey nuts, which bring into the mind sun-baked landscapes, quivering in fierce heat and seas of vivid blue.

These substances are for cattle feed, they are made into "cake." A new feature in the Corn Exchange is this: a feature, that is to say, of the last twenty or thirty years. That is "new" for an institution which started somewhere about 1747 when the second George was king and the population of Great Britain was 6½ millions, less than that of the London area to-day.

Ankle Deep in Grain.

For a long time the grain sold here was almost all British. We could easily feed ourselves in those times. From the middle of last century after the repeal of the Corn Laws which had kept out wheat from overseas, there came a great change. The market became international. By far the greater part of the produce now dealt in is imported. And this has gradually brought with it a change in the mode of sales.

"I can recollect the time," says an old member, "when by the afternoon the floor of the Exchange was pretty well ankle deep in grain. We all sold by samples. A buyer would take a handful, examine it and throw it down. That was the rule. It couldn't be put back."

"Why? What caused the rule to be made?"

"Well, I suppose it was a precaution against a dishonest dealer taking out good stuff and putting bad stuff back instead, to injure a rival. You'll still see men throwing it on the floor, but there's very little at the end of the day compared with what there used to be."

"Are samples not so much relied on now?" I asked.

(Continued on Page 8.)

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

			July 8, 1927. Cts.	June, 1918. Cts.	June, 1914. Cts.
Beef Sirloin	牛脊肉	lb.	28	24	12
„ Prime Cut		„	28	23	12
„ Corned	咸牛肉	„	—	23	12
„ Roast	烤牛肉	„	28	24	22
„ Breast	牛腩	„	24	20	18
„ Soup	湯牛肉	„	26	20	18
„ Steak	牛排	„	28	24	22
„ Steak Sirloin	牛柳腰	„	40	30	35
„ Sausages	牛腸	„	40	26	20
Bullock's Brains	牛腦	per set	15	10	12
„ Tongue, fresh	牛脷	each	65	50	60
„ Tongue, corned	咸牛脷	„	—	60	—
„ Head	牛頭	„	$1.20	—	$1.20
„ Heart	牛心	lb.	24	13	14
„ Hump, Salt	牛肩腰	„	34	20	18
„ Feet	牛腳	each	8	10	12
„ Kidneys	牛腰子	„	15	10	12
„ Tail	牛尾	„	28	20	22
„ Liver	牛肝	lb.	24	18	14
„ Tripe	牛肚	„	7	6	7
Calves' Head & Feet	牛仔頭腳	set	$1.20	$1.00	$1.00
Mutton Chop	羊排	lb.	48	26	—
„ Leg	羊腿	„	48	26	—
„ Shoulder	羊手肘	„	46	24	—
„ Saddle		„	46	—	—
Pig's Chitlings	豬腸腳	„	40	—	27
„ Brains	豬什碎	Per set	5	—	12
„ Feet	豬腳	lb.	16	15	—
„ Fry	豬心肺	„	25	15	18
„ Head	豬頭	„	17	20	—
„ Heart	豬心	each	15	10	10
„ Kidneys	豬腰子	„	13	10	3
„ Liver	豬肝	lb.	48	30	24
Pork Chop	排骨	„	36	25	23
„ Leg	豬後腿	„	38	—	—
„ Loin		„	42	60	70
„ Fat or Lard	豬油	„	23	21	—
Sheep's Head & Feet	羊頭腳	per set	90	60	70
„ Heart	羊心	each	12	8	7
„ Kidneys	羊腰子	„	15	12	10
„ Liver	羊肝	„	46	26	25
Sucking Pigs, to order	乳豬	lb.	20	25	22
Suet, Beef	牛鮮油	„	30	20	18
„ Mutton	羊鮮油	„	50	26	26
Veal	牛仔肉	„	36	20	19
„ Sausages	牛仔腸	„	40	20	20
„ „ No. 1		„	32	—	—

Fish.

Barbel	鯪魚	lb.	45	10	24
Bream	鳥魚	„	32	20	16
Canton Fresh Water Fish.	省城淡水魚	„	32	13	16
Carp	鯉魚	„	36	16	27
Catfish	鮰魚	„	30	12	9
Codfish	鱈魚	„	30	20	25
Crabs	蟹	„	26	23	26
Cuttle Fish	墨魚	„	35	16	2
Dab		„	35	23	16
Dace	黃皮腰沙	„	45	10	9
Dog Fish	沙鱷	„	12	10	8
Eels, Conger	海鰻	„	40	16	—
„ Fresh Water	淡水鰻	„	32	10	18
„ Yellow	黃田鰻	„	38	26	30
Frogs	田雞	„	80	32	25
Garoupa	石斑	„	60	40	30
Gudgeon	白鮊	„	25	18	15
Herrings	將軍白甲	„	25	22	18
Halibut	黃花魚	„	35	18	23
Labrus	龍頭魚	„	40	22	18
Loach	蝦虎魚	„	62	22	24
Lobsters	荔芝龍蝦	„	56	32	21
Mackerel	鯖魚	„	13	20	26
Monk Fish	老鼠魚	„	30	22	28
Mullet	鯔魚	„	38	13	2
Oysters	鮮蠔公	„	40	16	22
Parrot Fish	鸚哥魚	„	23	14	9
Perch	鱸花班	„	36	20	15
Pike	班芒魚	„	18	16	9
Plaice	鯉魚	„	30	23	14
Pomfret, Black	白鯧	„	35	26	29
Pomfret, White	白鯧	„	38	36	30
Prawns	蝦	„	90	36	45
Ray	鯆公	„	12	10	14
Rock Fish	石狗公	„	40	13	18
Roach	鯽魚	„	35	22	16
Salmon	鮭魚	„	70	36	30
Shark	沙鯊魚	„	10	8	10
Skate	蒲魚	„	10	10	10
Shrimps	蝦	„	65	26	35
Snapper	立魚	„	70	32	30
Soles	沙魚	„	48	28	28
Tench	尤魚	„	26	22	18
Turbot	左口魚	„	28	18	12
Turtles, small, fr. water	龍魚	„	$1.40	40	—

Poultry.

			July 8, 1927. Cts.	June, 1918. Cts.	June, 1914. Cts.
Chicken	雞	lb.	55	30	31
Capons, Small	線雞	„	45	28	30
Capons, Large	肥線雞	„	50	28	30
Duck	鴨	„	40	22	21
Doves	班鳩	each	—	22	21
Eggs, Hen (cooking)	雞蛋	per doz.	30	18	—
Eggs, Hen (fresh)	新鮮雞蛋	„	36	25	20
Fowls, Canton	本地雞	lb.	70	36	24
Fowls, Hainan	海南雞	„	45	36	24
Geese	鵝	„	40	24	24
Pigeons, Canton	白鴿	each	60	30	—
„ Hoihow	海口鴿	„	40	28	—
Turkeys, Cock	火雞公	lb.	—	—	—
Turkeys, Hen	火雞	„	—	51	45
Snipe	沙鷸	each	—	—	—
Pheasant	山雞	pair	—	—	—
Quail	鵪鶉	each	—	—	2
Partridges	鷓鴣	„	—	—	—

Fruits.

Almonds	杏仁	lb.	58	35	—
Apples (California)	金山蘋果	„	32	24	—
Bananas (bride's)	新山香蕉	„	6	4	—
Carambola	楊桃	„	—	12	—
Cocoanuts	椰子	each	12	10	10
Lemons, China	檸檬	lb.	16	7	0
Lemons (America)	金山檸檬	each	8	8	0
Lichees, Dried	荔枝干	lb.	45	25	30
Oranges (Canton)	新會甜橙	„	35	—	—
Oranges	橙	„	35	—	15
Pears (Canton)	梨生	„	8	—	—
Peanuts	沙花生	„	14	10	12
Persimmons, Large	紅大柿	„	—	12	—
Plantain	蕉	„	4	3	—
Pumelo, Siam	暹羅柚	each	18	12	6
Walnuts	連合書	lb.	28	—	16
Grapes	提子	„	—	—	—

Vegetables, &c.

Artichokes	鴉芝竹	each	—	—	8
Beans, Sprout	芽菜	lb.	5	—	7
„ Long	豆角	„	11	8	—
Beet Root	紅菜頭	each	3	3	3
Bitter Squash	苦瓜	lb.	5	—	—
Brinjals, Green	青瓜	„	6	5	9
„ Red	紅瓜	„	6	5	8
Cabbage, Chinese	芥菜	„	16	5	12
„ (Shanghai)	上海菜	„	22	12	—
Cane Shoots, bunch	蔗	„	—	—	—
Cauliflower (Large)	大椰菜花	each	—	—	—
„ (Medium)	中椰菜花	„	—	—	—
„ (Small)	細椰菜花	„	—	6	6
Carrots	金塘菜	lb.	16	6	6
Celery, Chinese	集埠菜	„	10	10	6
Chillies, Dried	辣椒干	„	20	25	5
„ Red	紅辣椒	„	6	10	16
„ Green	青辣椒	„	5	8	12
Curry Stuff, English	架厘材料	„	10	8	—
Cucumbers	青瓜	„	5	2	—
Garlic	蒜頭	„	6	6	6
Ginger, Young	子薑	„	6	7	—
„ Old	老薑	„	6	10	—
Horseradish, Shanghai		„	40	8	4
Indian Corn	粟米	„	8	45	—
Lettuce	生菜	„	10	1	—
Water Chestnuts	馬蹄	„	10	—	8
„ Mandarin	桂林馬蹄	„	14	—	8
Mushrooms, Fresh	鮮草菇	„	60	—	8
Okroes		„	18	1	10
Onions, Bombay	洋葱頭	„	8	8	8
„ Green	生葱	„	5	4	6
„ Shanghai	上海葱頭	„	6	6	—
Parsley	芹菜	„	35	60	8
Potato, Sweet	番薯	„	5	3	—
„ Japanese	日本番仔	„	5	3	—
„ American	金山番仔	„	6	3	—
Pumpkin	冬瓜	„	4	4	4
Radish	紅蘿蔔仔	„	5	—	—
Rhubarb (Fresh)	大千菜	„	—	—	10
Shallots	葱	„	8	8	—
Spinach	菠菜	„	6	4	—
Tomatoes	番茄	„	15	7	—
Taros	芋頭	„	6	6	—
Turnips, Punti (Long)	蘿蔔菜	„	5	4	—
Vegetable Marrow	節瓜	„	5	4	—
Water Cress	西洋芥菜	„	10	15	—
Water Lily Root	蓮藕	„	5	6	—

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Touring .....G$1,150 Coach .....G$1,150
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The China Mail
ESTABLISHED 1845
No. 25,608 HONG KONG, SATURDAY, JULY 9, 1927. PRICE, $3.00 Per Month.

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Registered Optometrist (Canada).

NORTH CHINA FEARS.

Thirty-Two Foreign Warships At Tsingtao.

JAPAN SENDING TROOPS.

Nationalists Only Sixty Miles From The Port.

With a force of 20,000 Nationalist troops only sixty miles from the port, keen anxiety is being felt in Tsingtai. However, there are not less than thirty-two warships of five nationalities, including seven under the Chinese flag, and Japan has decided to send another two thousand troops from Dairen.

JAPAN DECIDES.

Another 2,000 Troops From Dairen.

Tokyo, July 8.

The War Office announces that it has again decided to despatch a force of 2,000 men, including a small detachment of artillery, from Dairen to Tsingtao, also 100 military railwaymen and telegraphists from Japan.

A wireless message from Tsingtao states that the situation is quiet, but the proximity of 20,000 Nationalist troops at Chucheng, 60 miles west-south-west of Tsingtao is causing considerable anxiety.

Fifteen American, seven Japanese, seven Chinese and two Italian warships are at present at Tsingtao, also H.M.S. "Despatch."—Reuter.

Strange Reports.

Shanghai, July 9.

Up to the present there has been no confirmation of a Japanese semi-official message broadcast through the Far East announcing a landing of American Marines at Tsingtao and the U.S. Legation and military and naval authorities have no knowledge of this.

A Tokyo report that the British are sending a contingent from Shanghai also cannot be confirmed, authoritative sources denying the report.—Reuter.

Officials Mystified.

Peking, July 8.

American Legation officials are mystified by Tokyo reports that a big American force has landed at Tsingtao.

They point out that the American naval forces at present there are two divisions of submarines accompanied by the tenders "Canopus" and "Beaver" and the destroyer "Pirie."

These are not sufficient to furnish a landing force of the size indicated.

A naval party did go ashore, but it is believed only as a consular guard.

Five trainloads of Japanese troops arrived at Tsinanfu on Thursday evening.—Reuter.

Conditions Uncertain.

Shanghai, July 9.

Owing to the defection of General Chen Yi-yen, formerly a subordinate of Sun Chuan-fang and an ally of the Northern party, who has turned Nationalist, conditions are uncertain at Tsingtao, but it is believed that the Nationalists have their hands too full with the renewal of Fengtien hostilities to back up Chen in his advance on Tsingtao.

Yangtse ports are quiet.—British Naval Wireless.

REDS TO LEAVE.

But Comrade Borodin Still Lingers.

Hankow, July 3.

Soviet subjects outside the Consular staff, who were recently reported to be leaving Hankow, have not left yet, but are due to leave in a few days by train for Chengchow, thence by train to the western terminus of the Lunghai Railway, thence by automobile to Sianfu and thence across Inner Mongolia and the Gobi Desert to Urga.

It is announced, however, that Comrade Borodin may remain.—Reuter.

TOM MANN'S PAIN.

Doctor Covered with a Pistol.

Private cables received in London from China state that Mr. Tom Mann, the Communist, recently had an operation performed on his jaw by an anti-Communist German doctor while a Nationalist soldier held a pistol at the doctor's head, states the London "Sunday Exchange" of May 1.

It appears that Mr. Mann gave his Chinese friends the impression that he was in great pain, and eventually his agony was obviously so intense that the Chinese Nationalists decided that something must be done.

Accordingly a Russian dentist was found. He prophesied that the operation would be painful, so a German doctor named Brauns was called in. The possibilities of the situation were apparent to the Chinese mind, for as Dr. Brauns gave the anaesthetic, a Nationalist soldier covered him with a pistol.

Mr. Mann has been touring China for the past three months.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 1/11 15/16

CHINESE WIT.

A Kuomintang Play In Sydney.

Sydney, June 13.

Subscriptions to the Kuomintang Nationalist Society should receive an impetus from the production last night by the local branch of "The Mirror of Society" (Sheh-hui-ching).

The first act of this Chinese comedy shows a Sydney grocer's shop. The proprietor is asked to subscribe to the society, but refuses, and makes a comic exit with the remark that he suffers from colic.

The play shifts to China, and in the third act is the best scene of the evening, a burlesque on the memorial service, usually held in Chinese houses after a death.

The priest, in his traditional robes and cap, with drum, cymbal and bell, intones the service very sonorously, but the words he uses are apparently comic, judging by the laughter aroused in the audience.

In the fourth act, a court of justice is shown, with a modern female judge.

The whole performance was really an excellent one for amateurs.

The best of the cast were Min Shieng as the shop assistant, Tze Sheng as the prodigal son. Liu Yu as the postman surprised the house with his noble moustache. Yu Hsieang as the wife, and subsequent widow, was also excellent both in dress and manner, and was a typical middle-class Chinese lady. In the third act, the monk (played by Tzu Pai) was outstanding. Pin Hsing was really dignified as the lady judge.

EARLIER MESSAGES.

Fighting In The Vicinity of Tsingtao.

Shanghai July 8.

News from Tsingtao continues to be very sparse, but trustworthy reports show that General Chen Yi-yen, Commander of Kiaochow, turned pro-Nationalist on the 4th inst. and marched on Tsingtao, but was held up by the Commissioner of Defence at Tsingtao and at Chenyang, 25 miles north-west of Tsingato after moderate night fighting on the 5th and 6th.

Thereafter, Chen Yi-yen discontinued his advance, fearing Chang Tsung-chang from Tsinanfu maddened by Chen Yi-yen's defection, might attack the latter's rearguard.

The situation at present is quiet but is causing considerable anxiety locally, owing to the proximity of 20,000 Nationalist troops at Chucheng, 60 miles west-south-west of Tsingtao.—Reuter.

Chang Tsung-chang's Victories.

Peking, July 8.

Chang Tsung-chang has telegraphed to the Peking Government officially claiming to have recaptured Hanchuang, a junction on the Grand Canal and the Tientsin-Pukow Railway and that he is pressing on to Hsuchow. The latter is Chiang Kai-shek's main base for all operations against Peking.

Chang Tsung-chang also claims that the insurrectionists at Tsingtao (in which area the Northern garrison declared for the Southerners) have been quelled, and that the Northerners are again in control of Tsingtao.—Reuter.

Japan's Forces.

Tokyo, July 8.

The Cabinet Council has decided to approve of the Chief of the General-staff seeking the Imperial sanction to despatch reinforcements to Tsingtao from Dairen.—Reuter.

Nanking's Surtax.

Shanghai, July 8.

The Nanking Government is imposing from the 11th a surtax amounting to half the existing customs tonnage dues. Hitherto these have amounted to 1.2 taels per ton annually on vessels of more that 150 tons and were collected by the customs in accordance with the 29th article of the Tientsin Treaty of 1858.

The purpose of the tax was the financing of the lighthouse buoys and other aids to navigation on the coast and the rivers of China. The revenue was approximating 2,500,000 taels and was ample for the purpose.

The reason for the 50 per cent. increase is not stated. The General Chamber of Commerce is lodging an urgent protest, pointing out that owing to chaotic conditions in China shipping has suffered extreme depression for many years past and is unable to bear this additional burden, which it says is contrary to treaty rights.—Reuter.

SOVIET FOLLY

British Labour Leader Outspoken.

WASTING THEIR MONEY.

London, July 8.

Mr. J. H. Thomas, at the National Union of Railwaymen Conference, vigorously condemned Soviet attempts to dictate to British workers.

He said the Russians were subsidising people without influence and were wasting their money.

They must stop this foolish, insane and absurd method and realise that Communist propaganda would not divert the great mass of Britain's workers from following the constitutional path and effect the social changes required.—Reuter.

Stupid Mistake.

Rugby, July 8.

Pointed references to Russian Communist activities were made by Mr. J. H. Thomas at the National Union of Railwaymen's Conference at Carlisle to-day. He said that Moscow is subsidising people without influence and is wasting its money because no greater mistake could be made than to assume that the circumstances that brought about the Russian revolution could ever operate in Great Britain.

He hoped the Government would rectify their blunder in breaking off relations with Russia, but the Russians should change their foolish, insane and absurd methods, and realise that neither a minority government nor communist propaganda was going to divert the mass of British people from following the constitutional path. Russia should abandon the idea that she can engineer revolution in this country.

The Conference passed a resolution approving Mr. Thomas's views.—British Wireless Service.

TRADES UNION LAW.

Post Office Workers Break With Labour.

London, July 8.

The Union of Post Office Workers has ceased its affiliation with the Labour Party.—Reuter.

BRITISH IDEALS.

THE ARGENTINE REPUBLIC'S TRIBUTE.

PRACTICAL FRIENDSHIP.

Rugby, July 8.

Replying to a message sent by Sir Austen Chamberlain, British Foreign Secretary, on the occasion of the formal elevation of the British Legation in Buenos Aires to the rank of an Embassay, Senor Gallardo, the Argentine Foreign Minister, has telegraphed a cordial message stating that this action by the British Government "has been highly appreciated in all its importance and significance by the Government and people of the Argentine Republic, and constitutes an augury for the maintenance and strengthening of the excellent relations which have happily united us with Great Britain since the commencement of our independent life, your country having contributed very largely to our material development. The lofty example of British institutions has afforded inspiration to our political organisation, and it fills us with satifaction to have evidence that your powerful Empire accords us its cordial friendship, of which she has just given fresh and eloquent proof."—British Wireless Service.

HUGE GOLD STOCKS.

America and Economic Stability.

FINANCE EXPERTS CONFER.

New York, July 8.

The huge stocks of gold held in America are among the subjects being discussed at a conference in Washington of the leading European and American bankers,

Mr. Montague Norman.

namely Mr. Montague Norman (Britain), Herr Schacht (Germany), Mr. Strong (United States), and M. Rist (France).

It is understood that the agenda includes deposition of a portion of the Federal Reserve Bank's gold stocks with the Bank of England, the Banque de France and other European issuing banks.

The "New York Times" predicts that the outcome of the conference will be the restoration of the gold standard in France and the consequent stabilisation of the franc. — Reuter's American Service.

OUR $50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The tenth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The eleventh puzzle of the new series will be published on Monday.

INDIA TO-DAY.

ECONOMIC & POLITICAL PROGRESS.

SOME LITTLE KNOWN FACTS.

Rugby, July 8.

Lord Winterton, Under Secretary for India, speaking on the India Office vote in the House of Commons to-day, said that many people did not realise the extent to which local government in India was in the hands of the Indians themselves without official control. This right to manage their own affairs had greatly increased in the last five years.

Economic conditions had improved. Primary education was making great strides, and in the Punjab the number of pupils in the schools had increased in the last four years by nearly 400,000 to a total enrolment of over 900,000.

The programme of new railway construction covered 5,000 miles. Last year £7,000,000 worth of railway stores were bought in Britain in open competition with several Continental countries.

There had been considerable improvement in the conditions of labour, and India was one of the few countries that had ratified the Washington Eight Hours Convention.—British Wireless Service.

ANOTHER PROTEST.

SACCO AND VANZETTI CASE AGITATION.

New York, July 7.

Approximately half a million workers participated in an hour strike to protest against the death sentence on Sacco and Vanzetti.

The police broke up a meeting of fur workers and arrested half a dozen of them.—Reuter

GENEVA PROGRESS.

British Admiral Chief Hopeful.

CRUISERS THE DIFFICULTY.

Geneva, July 8.

Mr. Walter Bridgeman, First Lord of the British Admiralty, told the journalists that he was more hopeful as regards the outcome of the discussions.

Many points had been settled and he was confident the conference would go farther.

Mr. Bridgeman admitted that cruisers were the greatest difficulty.

Our object is to facilitate the adherence of France and Italy. We cannot surrender our right to live, nor deny the right to others.

If our proposals are accepted that would be the saving of £1,000,000 on capital ships and £500,000 on cruisers.—Reuter.

Powers' Proposals.

Geneva, July 8.

A communique issued by the Executive Committee of the Naval Conference to-day considered the provisional recommendations of the Technical Committee. Further consideration was adjourned until July 9.

The recommendations are embodied in a lengthy document issued with the communique, signed by Admiral Field, Chairman of the Committee.

The proposals each delegation are given; embrace cruisers, destroyers and submarines.

With regard to cruisers, the American delegation indicated certain modifications of their original proposals which they are prepared to consider in the light of the proposals of the other Powers.

The Japanese made no proposal with regard to the total tonnage of these vessels, but are ready to reduce the maximum tonnage of cruisers to 8,000 tons provided they are permitted to carry 8-inch guns.—Reuter.

Success In Reach.

Rugby, July 8.

Mr. Walter Bridgeman, First Lord of the Admiralty, in a statement to-day to journalists attending the Geneva Naval Conference, said in regard to the breakdown rumours, he was more hopeful to-day than a week ago.

With the goodwill of everyone concerned, he was sure that the results already obtained would prove useful and that a step forward was possible even as to capital ships.

He maintained that the only way of preventing competition and of reducing armaments was to limit the size of vessels in all categories because every nation would always build up to the maximum size.

In the same way the offensive power of the Navy could only be reduced by decreasing the size of ships and their guns.

If the British proposals were accepted they would mean the saving of £1,000,000 on the cost of each battleship, and £500,000 on each cruiser.—British Wireless Service.

Age Limits and Tonnage.

The Japanese have not made any proposals in regard to the total tonnage of destroyers.

In regard to submarines the recommendations deal with two types, ranging from 600 to 1,800 tons, with five-inch guns, and an age-limit of 13 years. The proposed age-limits of warships is only to apply to vessels of all classes laid down since August 17, 1928, to the date of the final ratification of the Washington Treaty.

The American delegation stated their agreement to the recommendations was conditional upon the decisions being reached in regard to the total tonnage, limitation of age and categories of warships and methods providing transition from the status quo to the ultimate status contemplated in the treaty

Cruisers For Britain.

Mr. Bridgeman declared that Britain was compelled the build big cruisers since the war because the others did so and emphasised it was not in Britain's interest to build more than she required.

He declared that Britain never disputed America's right to naval parity with Britain.

Earlier Messages.

Washington, July 8.

After conferring with Sir Esme Howard yesterday with regard inter alia to the Geneva Conference, Mr. Kellogg to-day conferred with Mr. Matsudaira, the Japanese Ambassador. The subject is not divulged.

It appears that the United States Government knew from the beginning that the Japanese Government would vigorously support American insistence on an agreement on cruiser tonnage that would mean in fact a reduction of naval expenditure.

It is evident that the whole question of the conduct of negotiations at Geneva was left to Mr. Gibson and his colleagues, subject only to limited instructions given originally and since the Conference began.—Reuter's American Service.

AN UNWILLING HORSE.

U.S. Ambassador To Mexico Resigns.

Rapid City, July 8.

The United States Ambassador to Mexico has resigned. It is stated that he returned to his post a year ago against his own wishes at the request of President Coolidge.— Reuter's American Service.

THE FLYING AGE.

Levine's Atlantic Air Race Challenge.

AIRMEN IN LONDON.

Mother Sees Son After Six Years.

Flying across the Atlantic promises to become a common occurrence, for in addition to several projected flights, Charles Levine, who financed Clarence Chamberlin and accompanied him on his flight from New York to Berlin, has challenged Commander Byrd, another Atlantic airman, to race back across the Atlantic.

OFFICIAL WELCOME.

Chamberlain and Levine In London.

London, July 8.

The Atlantic fiers Chamberlin and Levine flew from Paris to Croydon in the "Miss Columbia."

The former hugged his aged mother and baby nephew.

Chamberlin was officially welcomed by the Civil Aviation Department and the Aero Club.

He will stay with his mother, who has not seen him for six years.

The municipality of Wembley, where his mother lives, is giving a dinner to the airmen.

The "Columbia" also carried M. Drouhin, the French pilot, who is shortly attempting a Paris to New York flight with Levine in the "Columbia."—Reuter.

Channel Escort.

Rugby, July 8.

Chamberlin and Levine, who a month ago flew across the Atlantic together, landed at Croydon this afternoon from Paris in their monoplane.

They were escorted across the Channel by the Imperial Airways machines and were received at the aerodrome by the Air Ministry and the Royal Aero Club representatives.

Chamberlin's English relatives live at Wembley and his mother was among those at the aerodrome to meet him. Wembley is giving him a civic banquet tonight.—British Wireless Service.

Unexpected.

Later.

Levine's arrival was unexpected in view of rumours of disagreement between him and Chamberlin regarding Levine's challenge to Byrd to race back across the Atlantic.

Apparently Levine associated Chamberlin's name in the challenge. Chamberlin has repudiated that he does not intend to fly back.—Reuter.

Railways' Enterprise.

Cedar Point, Ohio, July 7.

The Assistant Secretary of Aeronautics, M. MacCracker, has announced that five of the larger railroad companies are contemplating supplementing the railway passenger service by air passenger services.—Reuter's American Service.

Merits of Monoplanes.

London, June 13.

In the House of Commons Viscount Sandon (Unionist) inquired whether the Air Ministry had reached any conclusion from Captain Lindbergh's success, concerning the relative merits of the design of his monoplane for long flights.

The Under-Secretary for the Air, Sir Phillip Sassoon, said that Captain Lindbergh's achievement had been noted with admiration and interest. The merits of the monoplane for long distance flights were well-known and would be considered where extreme range was the main consideration, British long-distance flights hitherto had been made in service machines, in the design of which other considerations than range had been taken into account.

Mr. G. M. Garro-Jones (Liberal): Would not the Air Ministry's regulations have condemned Captain Linbergh's and Mr. Chamberlin's machines as unairworthy?

Sir Philip Sassoon demanded notice of the question.

Speed-Boat Next?

Ettiore Bugatti, the racing motor designer, is constructing a super-motorboat, according to the Paris correspondent of the "Daily Mirror," with which he shortly will attempt to travel from Brest to New York in 48 hours.

Shaped like a submarine, and with eight petrol engines of a new type generating a total of 2,400 horsepower, the boat, which is 120 feet long and 7ft. wide, can attain a maximum speed of 87 miles an hour.

If the sea is calm it can be navigated from the bridge, otherwise it will be sealed up like a submarine, and steered by the aid of a periscope. It will carry a crew of eight.

"Airships Best."

"I am confident that within a very short time we will think no more of flying regularly to New York than of the present regular services to the Continent," says Sir Arthur Whitten Brown, consulting engineer to the Instone Air Line, who, with Sir John Alcock, flew from Newfoundland to Ireland in 1919, in an article in the "Weekly Dispatch."

"I doubt whether aeroplanes will be very successful owing to the risk of engine trouble bringing them down, and the necessity for the pilots flying without sleep for 36 hours, as a relief pilot would mean more petrol, whereby the commercial basis of the service would be rendered more difficult or the margin of safety reduced.

"I believe that airships covering the distance in 60 hours are more likely to provide an early regular service."

A "Moth" Christened.

Sydney, June 5.

All the aeroplanes of the Australian Aero Club as well as those owned by members paraded at the Mascot Aerodrome on Saturday afternoon on the occasion of the ceremony of handing over and christening the new De Havilland "Moth" which arrived from Melbourne in charge of Major De Havilland, the previous day. Although a light fog hung over the ground for the greater part of the afternoon the absence of wind made conditions for flying ideal and the large number of spectators were treated to a fine display.

Says the "North China Daily News" of July 4:—We understand that on Saturday the officials of the Provisional Court forwarded to the Crown Advocate and the Commissioner of Police the documents in the case which was reported in our issue of Saturday.

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THE WAY THE WORLD WAGS.

Accidental Death following an error of judgment was the verdict at a Peterborough inquest on Flying-Officer Horace Miller, 31, who was killed near Wittering in attempting a forced landing.

* * *

A seat on the Council of India has been offered by the Secretary for India to Sir Henry Wheeler, lately Governor of Bihar and Orissa, in succession to Sir E. A. Gait, whose term of office expired on June 20.

* * *

Prince Henry, who is to open at Folkestone on July 13 the new concert hall costing £100,000, has expressed a wish that at the luncheon in connection with the day's programme there shall be no speeches.

* * *

A 14-pound shell of the anti-aircraft type, with the cap off but containing the charge intact, found by a workman in an enclosed space near Taliesin Street, Llandudno, was hurled out to sea from the Great Orme.

* * *

"To a comrade of the old school from a few friends of the new" was the inscription on a wreath dropped by an R.A.F. aeroplane from Manston on the grave of a Crimean veteran at the funeral at Whitstable.

* * *

The marriage took place at Chelsea Register Office of Captain A. F. B. Carpenter, V.C., R.N., who commanded the "Vindictive" in the attack on Zeebrugge, and Mrs. Hilda, M. A. Johnson, of Draycott-place, Chelsea.

* * *

The Legion of Honour has been awarded by the French Government to Sir Cooper Rawson, M.P., in acknowledgment of his services in France in connection with the adoption of French towns by the British League of Help.

* * *

"The Midnight Follies" are to go on a stage proper in "Blue Sky," a new musical entertainment to be presented to Mr. Archibald de Bear and Mr. Clifford Whitley at the Vaudeville Theatre, W.C., in a month's time.

* * *

Capt. Rene Fonck, the French air "ace," announces that in September he will try to fly from New York to Paris in an aeroplane carrying five persons, two being passengers. Last September Capt. Fonck's machine crashed near New York at the start of a similar attempt, two of its occupants being burned to death.

A Bill to tax unoccupied, undeveloped, privately owned land, with the object of releasing land for settlement, is to be introduced in the South Rhodesian Parliament.

* * *

Following complaints of flooding in wet weather, the Minister of Health has decided that the old part of Tooting (S.W.) Parish Church graveyard shall be closed at once.

* * *

For stealing a watch from a blind man who was able to tell the time by touching the hands, Harriet Hackett was at Newport, Monmouthshire, sent to prison for three months.

* * *

A hen found sitting on the spare wheel of a motor-car when it arrived in Glasgow from the country was taken to the police station, where it has laid an egg each day since.

* * *

It was stated at a meeting of Rothesay (Buteshire) Parish Council that a woman patient in Lochgilpead Asylum, who was chargeable to Rothesay, was worth hundreds of pounds and had an annuity of £30.

* * *

The Bishop of Norwich and Mr. Ronald McNeill, M.P., Financial Secretary to the Treasury, addressed a meeting at Sion College, Victoria Embankment, E.C., to protest against the Prayer Book revision proposals.

* * *

The Belgrade (Jugo-Slavia) court has sentenced to 2½ months' imprisonment Radomir Pasitch, son of the former Premier, M. N. Pasitch, for printing articles defaming a departmental chief.

* * *

The propeller of an aeroplane piloted by Leading-Aircraftsman H. A. Richardson struck the ground and was broken during a landing in a field at Four Marks Ed, Hampshire, but the pilot escaped with slight injury.

* * *

After parading the main streets the Devonport naval gun team, the winners of all three trophies in the inter-port field-gun competition at Olympia, were welcomed back to Plymouth by the mayor and the commander-in-chief.

* * *

When Thomas Somerset, 12, was being committed by the Warrington magistrates to an industrial school for wandering and sleeping out, his father, Thomas Somerset, of 16, Earwood Street, fell to the floor in a fit and some people in court wept.

Mr. Haythorne Reed, puisne judge in the Tanganyika territory, has been appointed judge of the High Court, Nyasaland, in succession to Mr. C. F. Belcher.

* * *

A marriage at Exhall, near Nuneaton, was delayed two hours, as the bridegroom, a Rugby man, had omitted to secure a certificate of the publication of the banns in that town.

* * *

Police Constable Thomas Moulton, attached to the Leman Street, Whitechapel, E., Station, who was off duty, was run over and killed by a steam wagon in Camberwell Road, S.E.

* * *

Mr. Justice Sankey is having a quiet time on the South Wales circuit at the summer assize, there being no prisoners for trial in the counties of Pembroke, Cardigan, and Brecon.

* * *

In smashing a door panel at Whitefield's Central Mission, Tottenham Court Road, W., thieves, who secured little booty, raised an alarm, but escaped before the arrival of the police.

* * *

Fined 5s. for smoking on the quay at Immingham (Lincolnshire) Dock, Harry Charlton, on the approach of a policeman, had dropped a lighted cigarette into his pocket, setting fire to his coat.

* * *

While a Grimsby boy, H. James Frederick Miller, was playing darts, a dart thrown by a companion accidentally pierced his hand, causing septic trouble which proved fatal.

* * *

As the American liner "President Harding" entered Plymouth Sound a big shark, which passengers tried to capture with improvised harpoons, was caught by the ship's bow and cut in two.

* * *

One of the biggest "rags" ever organised in Brighton was held in aid of the Royal Alexandra Hospital for Sick Children, Brighton, and there was a procession of decorated cars.

* * *

The skeleton found by boys in a tunnel in the ruins of Sandown Castle, Deal, has been identified as that of Sidney Thomas Blackmore, 35, missing from his home at Ramsgate since January 18 last.

* * *

The police are investigating three robberies from shops in Bromley, Kent, the windows of which were broken, cameras being stolen in each case by thieves who, it is believed, used a motor-car.

VILLAGE BOUNDARY COMEDY.

A singular boundary anomaly that has long plagued a perplexed village may be ended by a decision at a specially convened meeting in favour of Porlock (Somerset) becoming an urban district. For years Porlock has been a village divided against itself, half being in Porlock parish and half belonging to Luccombe, a hamlet three miles away. The dividing line runs somewhere down the main street of Porlock.

Because of this awkward division the village has in the words of Mr. G. Bowen, the chairman of the meeting, been the laughing stock of England for years. "If the policeman arrests a man in the street," said Mr. Bowen, "he has to measure the road with a tape measure to find out in which parish the man is arrested. What would happen if he had one foot in each parish I would not venture to say."

In the summer the village water cart waters one side of the street only, the other being in the wrong parish. The cemetery is in Luccombe Parish, but when Porlock parishioners die they have to pay double fees to be buried there. Another result of the anomaly is that there are separate rates for each half of the village.

SUNRISE AND SUNSET.

July	a.m.	p.m.
„ 9	5.44	7.11
„ 10	5.45	7.11
„ 11	5.45	7.11
„ 12	5.46	7.11
„ 13	5.46	7.11
„ 14	5.47	7.11
„ 15	5.47	7.11
„ 16	5.48	7.10
„ 17	5.48	7.10
„ 18	5.49	7.10
„ 19	5.49	7.10
„ 20	5.49	7.10
„ 21	5.50	7.09
„ 22	5.50	7.09
„ 23	5.51	7.08
„ 24	5.51	7.08
„ 25	5.51	7.07
„ 26	5.52	7.07
„ 27	5.52	7.06
„ 28	5.52	7.06
„ 29	5.53	7.06
„ 30	5.53	7.05
„ 31	5.54	7.05

PRACTICAL CHEMISTRY.

Sir St. Clair Thompson's story of the boy who wrote in an examination paper: "Chlorine gas is very injurious to the human body; the following experiment, therefore, should only be performed by the teacher," reminds a correspondent of another aspirant for scientific honours whose courage was evidently far greater.

This youth had been asked how he would distinguish between three bell-jars containing respectively nitrogen, nitrous oxide, and nitric acid gas. His reply was as follows. "I should inhale a portion of the contents of each jar. That which produced no effect I should know to be nitrogen; that which caused me to burst into a peal of laughter would be nitrous oxide, while that which made me cough and spit blood would be nitric acid gas."

We do not know what marks he obtained for his answer; but he certainly had some knowledge of "practical" chemistry.

200 MILES IN AN OPEN BOAT.

An elderly boatman, of Cleethorpes, Lincolnshire, John Bewley, has just completed a voyage from Tyne to Cleethorpes (over 200 miles) unaccompanied, in an open boat, 20 ft. long, with two similar boats in tow. "After leaving Seaham Harbour," he said, "I was blown out 15 miles, and the Seaham lifeboat gave me a tow back. I left Hartlepool on April 7. The weather was calm, but at midnight there was a gale with snow and ice. I held my hands over a lantern to keep them from freezing. Heavy seas parted the ropes, which lashed the boats together, and it took me six hours to secure them again." As the seas kept filling the boats Bewley had to clamber from one to the other in turn to bale them out. Twice, when attempting to round Flamborough Head, his boats were swept back.

POLAR CAKE
ITS QUALITY THAT COUNTS

LOST HIS OWN 'BUS

A London omnibus conductor in mail week "lost" his own omnibus.

He stood disconsolately at the corner of Chapel Street, N.W., and Edgware Road searching for the vehicle in his charge which had disappeared.

When another omnibus came up he told the driver of his plight, and sought his help. He boarded the second vehicle and proceeded northwards up the Edgware Road, looking anxiously for his missing property.

When the conductor had travelled about three-quarters of a mile and had reached the corner of St. John's Wood Road, he saw with a sudden wave of delight his very own omnibus pulled up by the side of the road.

His joy was no less than that of the driver of the waiting omnibus, who had found to his horror that he had lost his conductor.

HONG KONG HOTEL VISITORS.

July 8, 1927.

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Messrs. M. A. Cohen, Claudel.

Mrs. P. M. Davies, Mr. and Mrs. M. Dupre.

Mr. and Mrs. E. Van Elten, Mr. Esperonier.

Messrs. Goldschmidt, Germain.

Messrs. A. F. Henry, Earle Hodgins.

Mr. J. E. Joseph.—

Mr. H. A. Keller.

Mr. N. G. Lovell, Mr. and Mrs. W. Y. Loo, Miss H. Lillie.

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"KEEPS YOU GOING"!

The China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, JULY 9, 1927.

"KEEPS YOU GOING"!

LONDON SERVICE.

*"AUTOMEDON"	12th July	Marseilles, London, Rotterdam & Hamburg
"PATROCLUS"	27th July	Marseilles, London, Rotterdam & Glasgow
*"MACHAON"	9th Aug.	Marseilles, London, Rotterdam & Hamburg
"ANTENOR"	24th Aug.	Marseilles, London, Rotterdam & Glasgow

*Calls at Casablanca.

LIVERPOOL SERVICE.

"OANFA"	15th July	Genoa, Havre, Liverpool & Glasgow
"ATREUS"	20th Aug.	Genoa, Havre, Liverpool & Glasgow
"TEUCER"	15th Sept.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA

"TYNDAREUS"	23rd July	Victoria, Vancouver & Seattle
"PROTESILAUS"	13th Aug.	Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HELENUS"	31st July	New York, Boston & Baltimore
"MENTOR"	28th Aug.	New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROCLUS"	27th July	Singapore, Marseilles & London
"ANTENOR"	24th Aug.	Singapore, Marseilles & London
"HECTOR"	5th Oct.	Singapore, Marseilles & London
"AENEAS"	1st Nov.	Singapore, Marseilles & London

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POST OFFICE NOTICE.

INWARD MAILS.

From		Per
	SUNDAY, JULY	10
U.S.A., Canada, Japan & Shanghai		President Lincoln.
Straits		Haruna Maru.
	MONDAY, JULY	11
Japan; Shanghai & Europe via Siberia		Altai Maru.
Manila		Emp. of Asia.
Manila		President Grant.
Straits		Novara.
Straits		Hosang.
Suez & Straits		Ixion.
	TUESDAY, JULY	12
Straits		Tara.
	FRIDAY, JULY	15
Japan & Shanghai		Hakozaki Maru.
	SUNDAY, JULY	17
Suez & Straits		Perseus.
	MONDAY, JULY	18
Suez & Straits		Adrastus.
Canada, U.S.A., Japan & Shanghai		Empress of Canada.
U.S.A., Honolulu, Japan & Shanghai		Pres. Cleveland.
U.S.A., Honolulu, Japan & Shanghai		Pres. Hayes.
U.S.A., Honolulu, Japan & Shanghai		Siberia Maru.
	TUESDAY, JULY	19
Japan		Aki Maru.
Japan & Shanghai		Sphinx.

OUTWARD MAILS.

For	Per	
SATURDAY, JULY	9	
Shanghai & Europe via Siberia	Danmark	2.30 p.m.
Sam Shui & Wuchow	Tai Hing	4.30 p.m.
SUNDAY, JULY	10	
Haiphong	Mingsang	8.30 a.m.
Swatow, Amoy & Formosa	Kaijo Maru	9 a.m.
MONDAY, JULY	11	
Japan & *Honolulu	Rakuyo Maru	10.30 a.m.
Shanghai & *Japan	Haruna Maru	10.30 a.m.
Straits & Calcutta. Parcels Noon. Letters 1 p.m.	Nam Sang.	
Formosa, Shanghai, Japan, Honolulu, *U.S.A., *Canada, *C. & *S. America, and *Europe via San Francisco—due San Francisco 8th August, & Europe via Siberia. Registration 4.15 p.m. Letters 5 p.m.	Shinyo Maru.	
Manila	Pres. Lincoln	4.30 p.m.
TUESDAY, JULY	12	
Swatow, Amoy & Foochow	Hai Ning	1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles 11th August. G.P.O.:—1.45 p.m. Letters 2.30 p.m. Kowloon P.O.:—Registration 1 p.m. Letters 1 p.m.	Automedon.	
Shanghai, *Japan, *Canada, *U.S.A., *C. & *S American & *Europe via Victoria B.C.—due Victoria B.C., 1st August and Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Grant.	
WEDNESDAY, JULY	13	
Swatow	Wai Shing	8.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver B.C.—due Vancouver B.C., 31st July & Europe *via Siberia. Registration 9.15 a.m. Letters 10 a.m.	Emp. of Asia.	
Ampy	Hosang	5 p.m.
Shanghai & Europe via Siberia	Yuen Sang	5 p.m.

*Correspondence bearing vessel's name only.

OIL LAWS.

SEVERE ECONOMIC POSITION RESULTS.

Mexico, July 8.

The Aguila Oil Company has applied to the First District Court for an injunction against the enforcement of the new oil law. The Company complains that it has been refused drilling permits for some of its lands at Tampico. The Government reply contends that the Company has not complied with the law. The "Excelsior" says there is continued suspension or reduction of operations in the Tampico fields by foreign and domestic oil companies and mining operations by many companies in the Northern States causing a severe economic situation, throwing thousands of workmen out of employment. The paper attributes the reduction of oil production to dissatisfaction over the new oil laws, bad weather, a movement by the United States for the curtailment of production and the attractiveness of South American fields in comparison to Mexican.—Reuter's American Service.

VISIT TO PARIS.

WELCOME FOR PRINCE OF WALES.

Rugby, July 8.

The Prince of Wales had an enthusiastic reception on his arrival to-day at Paris, where this afternoon he laid the foundation stone of a hostel for British students in the new university being erected on the Southern edge of Paris.

The Prince afterwards lunched at the Elysee with President Doumergue and numerous distinguished guests.

The Prince is fulfilling several other engagements and is being extensively feted during his short stay.—British Wireless Service.

BIG MATCH COMBINE.

BRYANT AND MAY'S JOIN SWEDISH COMPANY.

London, July 9.

It is announced that Bryant and May Limited and the Swedish Match Comjany have arrived at a provisional agreement with the object of securing identification of interests in the British Empire except in Asia and making reciprocal arrangements for other parts of the world.

The agreement provides for the formation of a new company to acquire the ordinary shares of Bryant and May and the interests of the Swedish Match Company throughout the British Empire. The capital of the company is to be £6,000,000 in £1 shares.—Reuter.

ART SALE.

RARE PICTURES BRING HIGH PRICES.

Rugby, July 8.

In less than an hour 29 pictures were sold for £136,000 at Christies this afternoon.

A Rembrandt portrait of Admiral Tromp fetched £31,000. One small Turner picture fetched £30,450.

A Reynolds portrait sold for £19,425 and a Romney portrait for £17,850.

The pictures consisted of the James Ross Collection brought from Canada for sale in London.—British Wireless Service.

APOLOGY ISSUED.

HENRY FORD'S PAPER AND THE JEWS.

New York, July 8.

The "New York American" says that Mr. Henry Ford has issued an apology for the aspersions on Jews in his paper the "Dearborn Independent."

He has disclaimed all knowledge of the details thereof and has ordered discontinuance of the same.

The paper states that Mr. Ford has rejected an offer by Mr. Randolph William Hearst, the newspaper magnate, of $1,000,000 for the "Dearborn Independent."—Reuter's American Service.

ARGENTINE TRAIN SMASH.

Buenos Aires, July 8.

The Pacific Railway has advised that 24 were killed and 16 seriously injured in the train smash at Mendoza. The collision was owing to fog.

C.N.C. STRIKE.

NO CHANGE IN LOCAL SITUATION.

SCRATCH CREWS.

Locally there is no change in the China Navigation Company strike. Officers interviewed this morning in regard to the telegram from Shanghai to the effect that a number of C.N.C. ships had left that port state that the crews of these vessels have no doubt been made up of those officers and engineers who refused to join the strike.

Reported Sailings.

Shanghai, July 8.

The following Butterfield ships are sailing to-day:—"Poyang," for Yangtsze ports; "Shantung," for Hong Kong; and "Tungchow," for Tientsin.—Reuter.

New Situation.

Shanghai, July 2.

Although it appears that no action has been taken by either side in the dispute in Hong Kong, according to reports from Shanghai the Guilds there have issued an ultimatum to the Company to the effect that unless two officers who were dismissed from the C. N. C. service were reinstated by noon to-day (July 2) all officers, deck and engine room would be withdrawn from the Company's vessels. A deputation from the two Guilds waited on the Company yesterday afternoon and communicated this decision to Mr. T. H. R. Shaw and there the matter rests for the present.

The decision of the men has created the most serious position that has yet arisen since the officers went on strike on midnight on Wednesday, and if carried into effect practically means that the vessels of the Company which have been rendered idle through the refusal of the officers to take them to sea, will be without the protection of the foreign staffs. It is a matter which may have the very gravest consequences but the men are determined in their attitude regarding the reinstatement of the dismissed men.

Side Issue.

This ultimatum virtually means that a side issue has been introduced into the dispute since it was originally decided by the Guilds that the officers were to remain on board their vessels and carry out port duties unless specifically ordered to leave the ships by the Company.

It appears that yesterday morning the master and chief engineer of the s.s. "Siangtan" were requested to take that vessel from the wharf at Pootung to the anchorage at the Arsenal. The officers replied that they could not comply with the instructions from the Company owing to those issued by the Guilds. The men were then dismissed by letter from the Company, it being considered that their refusal to move the ships was tantamount to resignation.

Following the declaration of the strike and its enforcement on Wednesday night the masters of the Company's vessels in Shanghai were circularised by the Company to the effect that all those officers who refused to obey the Company's orders would receive no pay after that date and their refusal would be taken as tantamount to resignation. It was also intimated that the officers would receive no maintenance on board the vessels if they refused to work the vessels. These notices were received by the officers of the various vessels in port and it was partly in order to discuss these that a meeting of the members of the Guilds was called yesterday afternoon.

Dismissal Discussed.

In the meantime the master and chief engineer of the s.s. "Siangtan" were dismissed and the other officers were so incensed at this action that its discussion became one of the most important of the meeting yesterday. Following a lengthy discussion it was decided that a deputation of eight members of the two Guilds should wait upon the Company and intimate that unless the two dismissed officers were reinstated by noon to-day all officers of the Company's ships would be withdrawn.

The deputation was headed by Mr. W. E. Kirby, secretary of the China Coast Officers' Guild and made the position clear to the Company. Nothing was accomplished by the visit and the Company merely stated that the position had been explained to the two officers when they refused to move the ships and before they were dismissed.

Thus, the position has become even more complicated and unless the two men are re-instated by noon to-day the officers, will leave the ships.

Position Explained.

The position of the officers was officially communicated to the Company last night by letter. After pointing out the cause for the strike, namely the refusal of the Company to submit the dispute to an adjustment board or a return to the old scale of wages and the abolition of the ten per cent. reduction, the letter states that the action of the men is merely a protest against the Company's refusal to consider their demands. If the action of the men in refusing to take the ships to sea is considered to be tantamount to resignation the letter points out that proper provision has been made for such resignation in the officers' agreement with the Company. The men are prepared to stand by the ships and guard the Company's property and will not leave unless specifically instructed to do so by the Company.

The above statements were all communicated to the Company by letter but the position has been somewhat altered by the dismissal of the two officers yesterday morning. Unless these men are re-instated by noon to-day the entire fleet's officers will be withdrawn from the vessels.

The issue has, therefore, shifted from the original dispute, for the time being, and the officers are not prepared to negotiate upon the original causes for the strike until the two officers are re-instated.

Ships Tying Up.

Meantime messages are being received from other ports showing that the Company's vessels are being tied up as soon as they reach port. As each vessel reaches port and is "safely berthed, docked and moored" she is kept there by the officers who refuse to take her to sea again until instructions have been received from the Guilds in Shanghai.

"SHOWERY."

"South winds, moderate, squally and showery" is the weather forecast issued by the Royal Observatory to-day.

YELLOW FEVER.

SCIENTIST FOR SPECIAL RESEARCH.

London, July 8.

Mr. Edward Hindle has been elected to the Beit Senior Fellowship for research in tropical medicine, which has a value of £1,000 for five years in respect of the subject "spirochaetosis with special reference to the causation of yellow fever."—Reuter.

Mr. Edward Hindle, M.A., Ph.D., A.R.C.Sc., F.R.S. (Edin.), F.L.S., Membre correspondant de la Societe de Pathologie Exotique, and Milner Research Fellow, London School of Hygiene, and Tropical Medicine, was seconded for two years' service (1925-27) for service with the Kala-azar Commission of the Royal Society in North China. Formerly he was Professor of Biology at the School of Medicine, Cairo and sectional editor of the Tropical Diseases Bulletin. He was Beit Memorial Research Fellow from 1910 to 1912.

HOME AGAIN.

RECEPTION FOR THE DUKE OF YORK.

Rugby, July 9.

Many Ministers and ex-Ministers, together with members of both Houses of Parliament, and several members of the Dominion Parliaments, were present at a reception given in Westminster Hall to-day by the Empire Parliamentary Association to meet the Duke and Duchess of York on their return from their recent tour.—British Wireless Service.

TO-DAY ONLY **QUEEN'S** 2.30, 5.10 7.15, 9.20

LAURA LA PLANTE & JAMES KIRKWOOD in "BUTTERFLIES IN THE RAIN"

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REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest W.L. on record	Lowest W.L. on record	W.L. 7/7	W.L. 8/7
West River at Shiuhing	+ 41'.0"	0'	+ 20.0	rising
North River at Tsingyuen	+ 28'.7"	0'	+ 9.0	falling
North River at Samshui	+ 27.3"	5'	+ 12.2	+ 13.2
East River at Sheklung	+ 15'.2"	3'	+ 7.2	+ 5.9

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